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I-495 & I-270 Managed Lanes Study

APPENDIX F
FINAL COMMUNITY EFFECTS ASSESSMENT AND ENVIRONMENTAL JUSTICE ANALYSIS TECHNICAL REPORT

June 2022

U.S. Department of Transportation
Federal Highway Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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1 INTRODUCTION

1.1 Overview

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

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

The purpose of the Final Community Effects Assessment and Environmental Justice Analysis Technical Report is to present the existing conditions, an assessment of potential direct impacts of the Preferred Alternative to socioeconomic resources and final mitigation and community enhancements, if applicable. This Final Community Effects Assessment and Environmental Justice Analysis Technical Report builds upon the analysis in the Draft Community Effects Assessment and Environmental Justice Analysis Technical Report, DEIS and Supplemental DEIS (SDEIS), and has been prepared to support and inform the FEIS.

1.2 Study Corridors and the Preferred Alternative

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

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

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

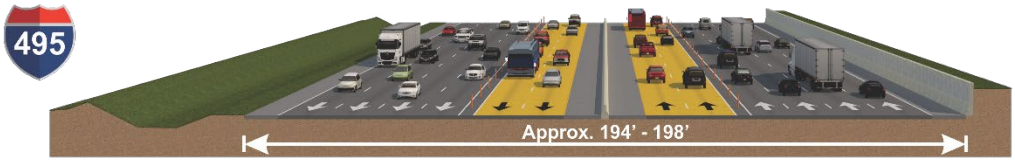


1.3 Description of the Preferred Alternative

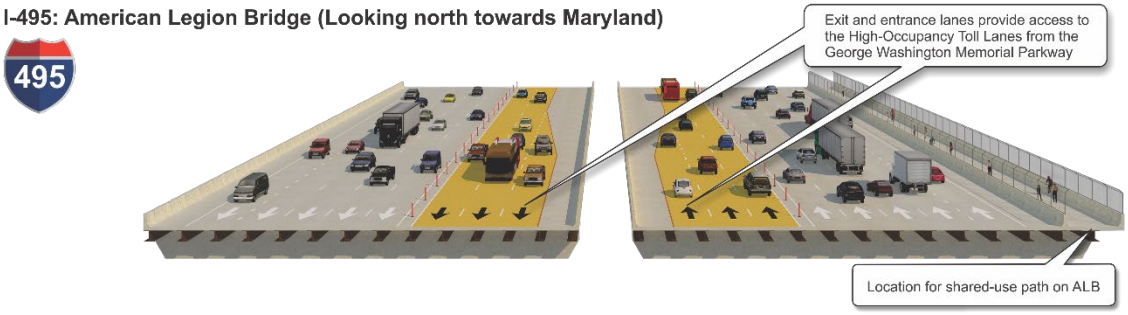
The Preferred Alternative includes a two-lane HOT managed lanes network on I-495 and I-270 within the limits of Phase 1 South only (**Figure 1-2**). On I-495, the Preferred Alternative consists of adding two, new HOT managed lanes in each direction from the George Washington Memorial Parkway to west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

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

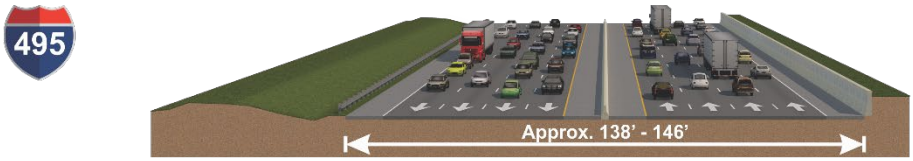
I-495 from the George Washington Memorial Parkway to west of MD 187



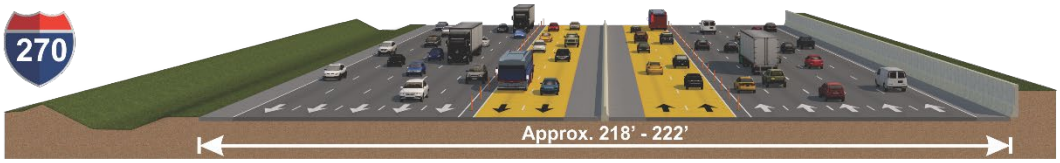
I-495: American Legion Bridge (Looking north towards Maryland)



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



I-270 from I-495 to I-370



2 METHODOLOGY

2.1 CEA Analysis Area

This Community Effects Assessment and Environmental Justice Analysis Technical Report defines and describes various existing community and socioeconomic conditions within the **CEA Analysis Area** surrounding the Preferred Alternative, Alternative 9 - Phase 1 South limits (**Figure 2-1**). The CEA Analysis Area was delineated to include all 2010 Census block groups[1] that are located within 0.25-mile to either side of the Phase 1 South limits in portions of Fairfax County, Virginia and Montgomery County, Maryland.[2] These Census block groups were then matched with the municipality or Census Designated Place (CDP) in which they were primarily located to define individual CEA Analysis Area Communities. As identified in **Table 2-1**, the CEA Analysis Area is composed of 66 block groups sorted into seven CEA Analysis Area Communities. **Figure 2-1** highlights each of the seven CEA Analysis Area Communities and **Appendix A** depicts the CEA Analysis Area across multiple figures to show the location of each block group.[3] (Note that CEA Analysis Area Community boundaries do not specifically follow municipality or CDP boundaries because the CEA Analysis Area Community boundaries are drawn along block group boundaries.)

Within this *Community Effects Assessment and Environmental Justice Analysis Technical Report*, **Chapter 3** details existing conditions by resource for the entire CEA Analysis Area. The description of each resource's existing conditions is followed immediately by the presentation of environmental consequences of the Preferred Alternative, Alternative 9 - Phase 1 South to these resources within the context of the entire CEA Analysis Area.

To enhance public understanding of impacts and accessibility to this Technical Report's data, a community profile for each of the seven CEA Analysis Area Communities is provided in **Chapter 4** and **Appendix D**. Each profile includes an overview of:

- The community location;
- Planning and development;
- Community facilities; and
- Minority race/ethnicity populations and low-income populations, if present.

The profiles also include community-specific mapping and figures presenting the population's distribution of racial and ethnicity characteristics, zoning and land use, and housing characteristics. The profile for

[1] Block groups are statistical divisions of Census Tracts and are generally defined to contain between 600 and 3,000 people. A block group usually covers a contiguous area. Each Census Tract contains at least one block group, and block groups are uniquely numbered within the Census Tract. Block groups never cross state, county, or Census Tract boundaries but may cross the boundaries of any other geographic entity (e.g. municipality, or Census-Designated Place). (https://www.census.gov/geo/reference/gtc/gtc_bg.html). Note that 2020 Census block group boundaries were not yet available to the public at the time of this study's publication.

[2] Based on preliminary evaluation, 0.25-mile to either side of the study corridors was established as a resource inventory boundary that would reasonably include areas that would potentially be subject to direct impacts from Alternative 9 - Phase 1 South. Expanding the CEA Analysis Area to include all Census block groups intersecting the 0.25-mile delineation provides a conservative spatial approximation of the neighborhoods surrounding the study corridors; additionally, necessary data is available at the Census block group-level.

[3] Note that the term "EJ Analysis Area" is used instead of "CEA Analysis Area" in the Environmental Justice Analysis in **Chapter 5**. The EJ Analysis Area is identical to the CEA Analysis Area defined here.

each CEA Analysis Area Community is immediately followed by a description of the long-term impacts of the Preferred Alternative to resources within each community. Impacts, including changes to land use and development, right-of-way acquisitions and potential relocations of businesses and residences, and impacted community facility properties and services are quantified for each of the CEA Analysis Area Communities. Qualitative impacts, including potential changes to community aesthetics and character, as well as development patterns, are also described for each CEA Analysis Area Community. Presenting impacts in this manner will help community members better understand how the alternatives may impact and benefit specific communities.

2.2 Data Collection

Preparation of this Community Effects Assessment and Environmental Justice Analysis Technical Report includes a review of resource data for the CEA Analysis Area. Resources reviewed included:

- Land use and zoning, planning, and development;
- Population and demographic characteristics;
- Economic, employment, and commuting characteristics;
- Housing stock, age, and tenure;
- Community facilities and services; and
- Environmental Justice (EJ) populations.

This information is sourced from the following:

- Geographic Information Systems (GIS) data from Fairfax and Montgomery Counties;
- Comprehensive, master, sector, transportation and related planning publications, as well as zoning ordinances for Fairfax and Montgomery Counties;
- Pipeline of Approved Development Projects from Montgomery County;
- Maryland Department of Labor;
- US Census 2010 and 2015-2019 American Community Survey (ACS) Five-Year Estimates;
- US Census Longitudinal Employer-Household Dynamics data (2018);
- Google Earth and Google Maps- Street View; and
- Field reconnaissance where data gaps are identified.

Figure 2-1: CEA Analysis Area Communities

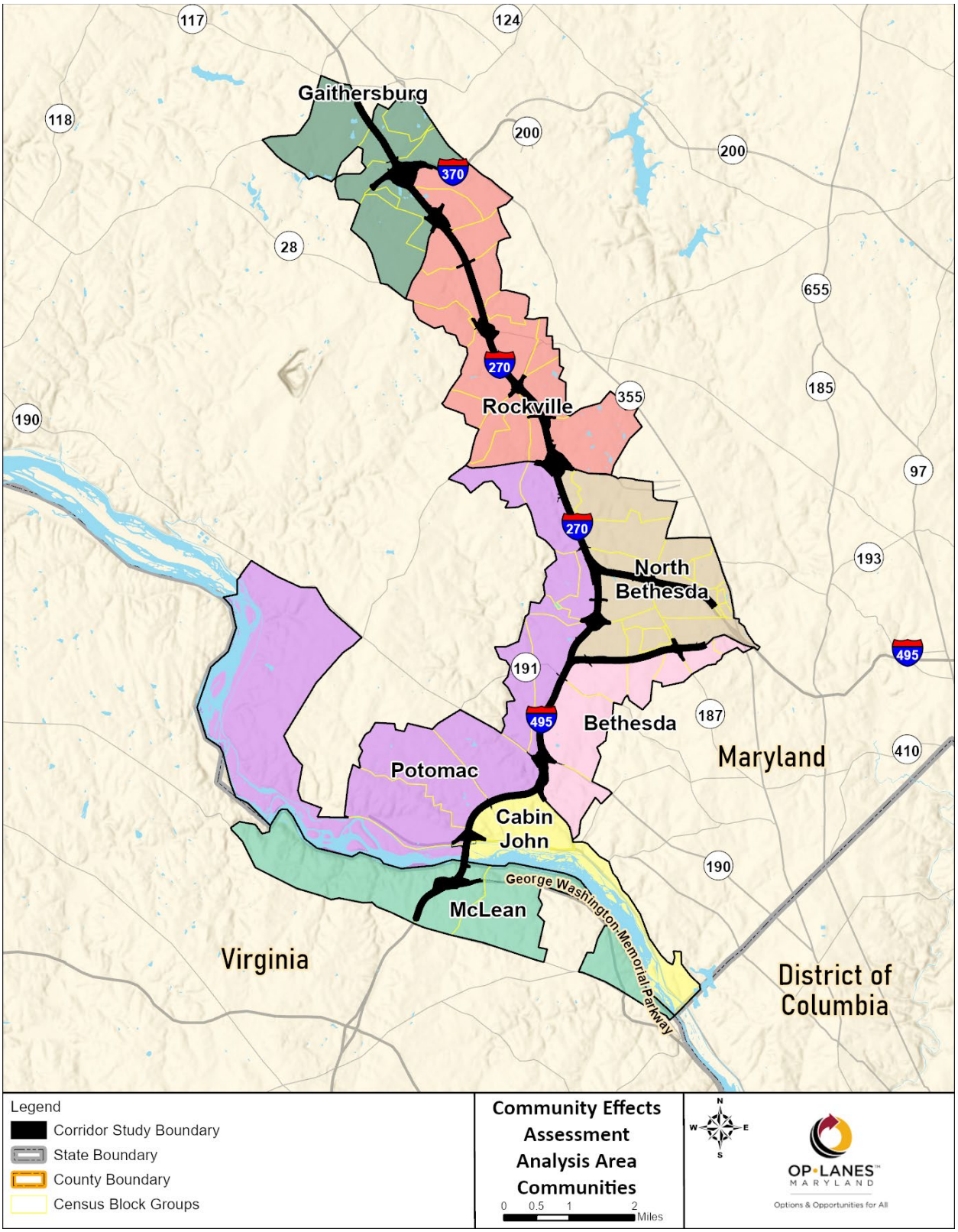


Table 2-1: CEA Analysis Area Communities and Included Census Block Groups

CEA Analysis Area Community[4]	CEA Analysis Area Census Block Groups[5]		
Fairfax County, Virginia			
McLean	• 4701.00 – 1	• 4701.00 – 2	• 4801.00 – 4
Montgomery County, Maryland			
Potomac	• 7012.06 – 1 • 7012.06 – 2 • 7060.08 – 1 • 7060.08 – 2	• 7060.09 – 2 • 7060.09 – 3 • 7060.12 – 1 • 7060.12 – 2	• 7060.12 – 3 • 7060.13 – 1 • 7060.13 – 2
Cabin John	• 7058.00 – 2	• 7058.00 – 3	
Bethesda	• 7044.03 – 1 • 7044.04 – 4 • 7045.02 – 1	• 7045.02 – 2 • 7045.03 – 1	• 7059.01 – 3 • 7059.02 – 3
North Bethesda	• 7012.05 – 1 • 7012.05 – 2 • 7012.05 – 3 • 7012.05 – 4 • 7012.13 – 1 • 7012.13 – 2	• 7012.13 – 3 • 7012.15 – 1 • 7012.15 – 2 • 7012.15 – 3 • 7012.15 – 4 • 7044.01 – 1	• 7044.01 – 2 • 7045.01 – 1 • 7045.01 – 2 • 7045.01 – 3 • 7045.01 – 4
Gaithersburg	• 7007.17 – 1 • 7007.17 – 3 • 7007.17 – 4 • 7008.16 – 1	• 7008.16 – 2 • 7008.17 – 1 • 7008.17 – 2 • 7008.17 – 3	• 7008.29 – 1
Rockville	• 7007.18 – 1 • 7007.18 – 2 • 7010.01 – 2 • 7010.01 – 3 • 7010.02 – 1 • 7010.02 – 2	• 7010.02 – 3 • 7010.04 – 2 • 7010.04 – 4 • 7010.05 – 1 • 7010.05 – 2 • 7010.06 – 1	• 7010.06 – 2 • 7010.07 – 1 • 7010.07 – 2 • 7012.10 – 1 • 7012.11 – 3

[4] As used here, community refers to either a municipality or a Census-Designated Place (CDP), as delineated by the State of Maryland and the US Census Bureau, respectively. Many CEA Analysis Area block groups intersect and/or overlap with more than one community. For the purposes of this Technical Report, each of the CEA Analysis Area block groups has been assigned to the respective community in which most of their land area is located.

[5] Refer to **Appendix A** for the location of these block groups in relation to the corridors.

2.3 Analysis of Environmental Consequences and Mitigation

23 USC 109(h) requires that US DOT "assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:

- Air, noise, and water pollution;
- Destruction or disruption of man-made and natural resources, aesthetic values, community cohesion and the availability of public facilities and services;
- Adverse employment effects, and tax and property value losses;
- Injurious displacement of people, businesses and farms; and
- Disruption of desirable community and regional growth."

In **Section 3**, the environmental consequences of the Preferred Alternative, which is described in **Section 1,** are presented immediately following the description of the existing conditions for each of the resource types. Mitigation or community enhancement measures, if required, are also included for each impacted resource type.

3 EXISTING CONDITIONS AND ENVIRONMENTAL CONSEQUENCES

3.1 Land Use and Zoning, Planning, and Development

3.1.1 Existing Conditions

A. Land Use and Zoning

Land use patterns and development goals are identified in long-term comprehensive plans that are implemented through zoning codes and maps adopted by local governments. Zoning codes regulate the type and density of development within delineated land areas to ensure compliance with the long-term comprehensive plans' land use and development goals. The CEA Analysis Area encompasses 27,006 acres of land; 3,337 acres of which are located just south of the American Legion Memorial Bridge in Fairfax County, Virginia and the remaining 23,628 acres are in Montgomery County (including the City of Gaithersburg and the City of Rockville), Maryland.

Land use conditions within the CEA Analysis Area were identified through the review of zoning designations. Zoning designations were used primarily because this data is consistently updated by municipalities, while the land use data provided by the Maryland Department of Planning dates from 2010. Fairfax County maintains current land use data (Fairfax, 2021). For the purposes of this Technical Report, existing conditions are generally referred to by their "land use." The land use types, described below, were summarized based on the primary land uses allowed under the counties' zoning codes. Some overlap in allowed land uses may occur. The distribution of each land use within the CEA Analysis Area is quantified in **Figure 3-1** and supporting mapping depicting land use within the CEA Analysis Area is provided as **Figure 3-2**. The table in **Appendix B** presents how local zoning/land use codes were categorized into high-level zoning/land use categories within the CEA Analysis Area.

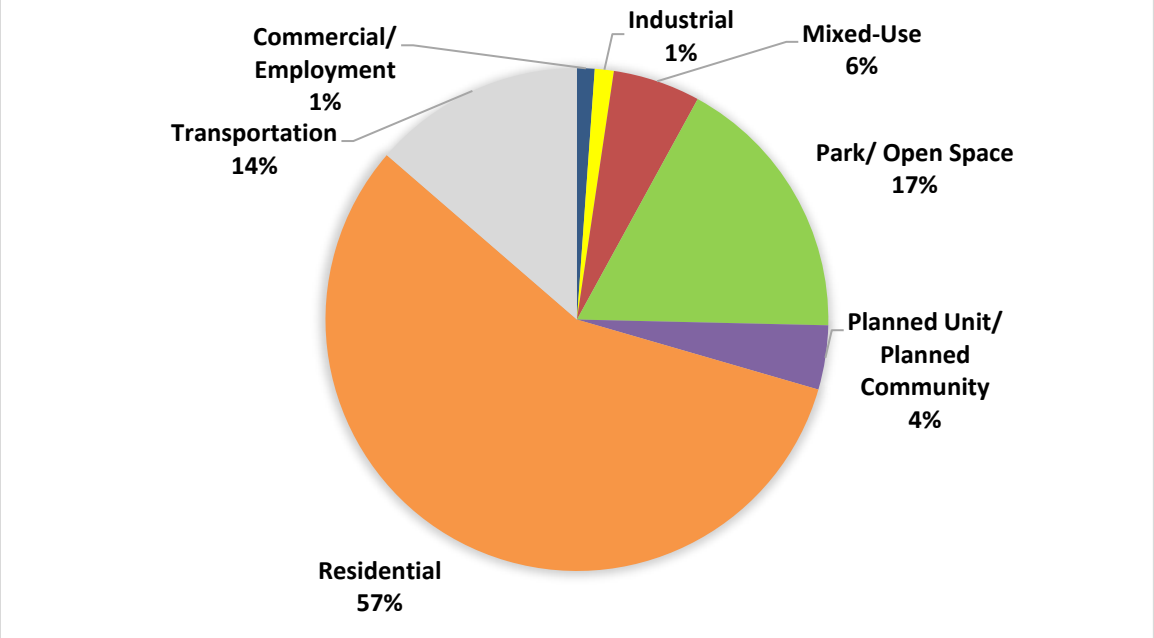
- **Commercial/Employment:** includes, but is not limited to: retail, service, convenience, and lodging establishments; professional and medical offices; civic, cultural, and institutional establishments; public and private education and childcare facilities; public uses; places of worship; indoor entertainment.
- **Industrial:** includes but is not limited to: office and research parks; employment uses requiring larger tracts of land; production, manufacturing, assembly, and processing establishments; hospitals; retail and wholesale; automobile services; laundry services, warehouse, storage, and distribution.
- **Mixed-Use:** includes a mix of commercial/employment and residential uses.
- **Park/Open Space:** includes local, state, regional, and federal parks and recreational areas, including, but not limited to: stream valley parks, railroad trails, community centers, parkways, and National Historic Parks; smaller tracts of public and private undeveloped open space interspersed among developed areas; and agricultural lands.
- **Planned Unit/Planned Community:** includes land reserved for future development, primarily for residential communities.
- **Residential:** includes detached single-family dwelling units and duplex dwelling units, attached single-family row housing; garden apartments; high-rise apartments/condominiums; mobile homes; and trailer parks; plus, yards and associated areas.

- **Transportation:** includes right-of-way reserved for road, rail, bicycle, pedestrian, and transit facilities, as well as supporting transportation infrastructure, such as park-and-ride facilities, maintenance areas, distribution warehouses, and open/forested areas adjacent to roadways.

Existing data reflect a highly-developed system of land use in the CEA Analysis Area. Most of the study area has been planned and built out based in large part on the presence of the existing I-495 and I-270 corridors. Sixty-nine percent of the CEA Analysis Area has been built out for either residential, industrial, mixed, commercial/employment, or planned community uses. Much of the area reflects dense land use patterns with little potential for additional development based on the lack of available space or on existing land use restrictions. As a whole, only 18 percent of the land in Montgomery County remains available for development as undeveloped land (Montgomery Planning, 2021). The relative composition of land use in the CEA Analysis Area is shown in **Figure 3-1**.

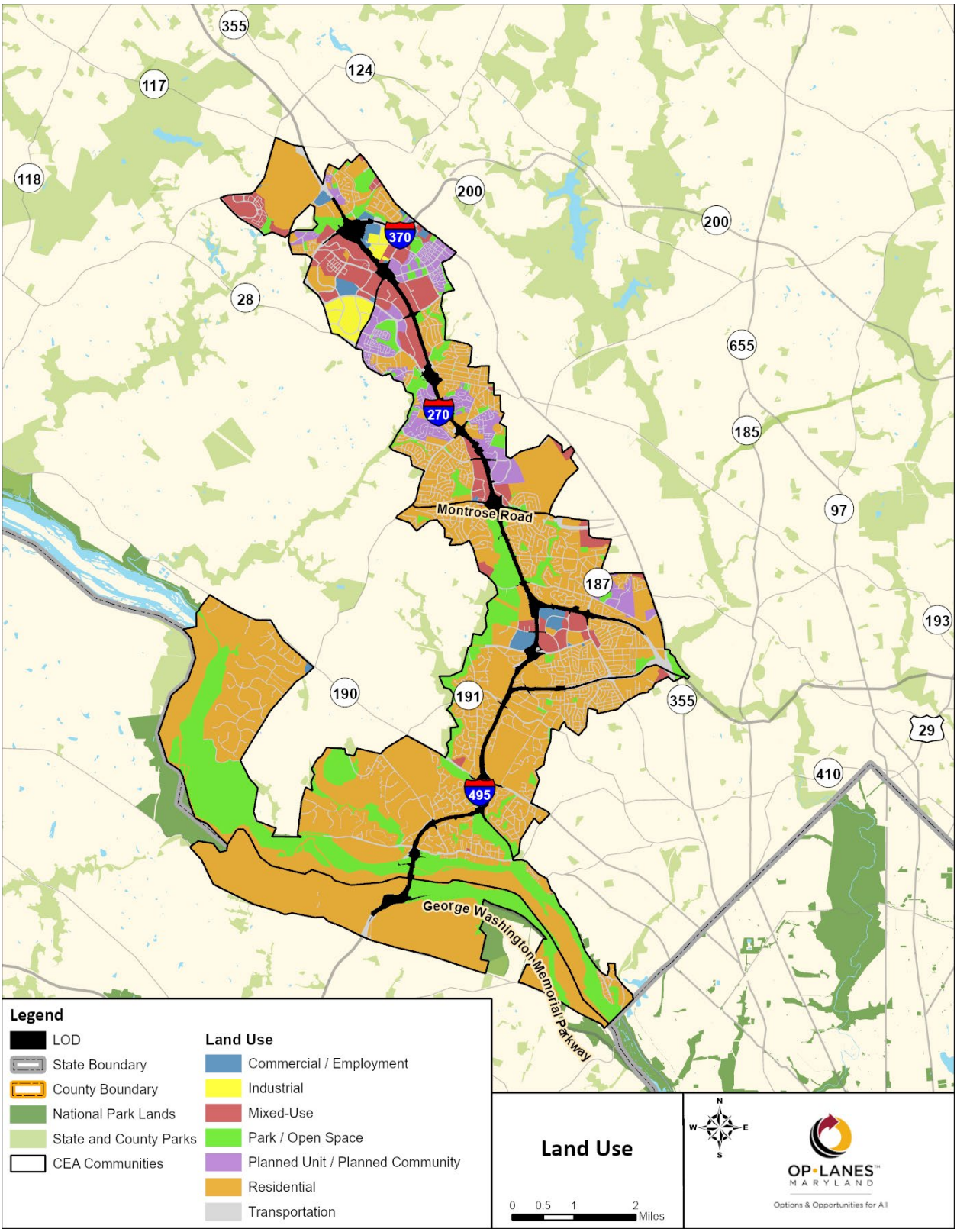
At 15,355 acres, residential zones account for 57 percent of the CEA Analysis Area. The second-most common land use is park/open space, which accounts for 4,697 acres, or 17 percent of the CEA Analysis Area. This is followed by transportation, which accounts for 3,686 acres, or 14 percent of the CEA Analysis Area. Mixed-use (1,518 acres), planned unit/planned community (1,114 acres), industrial (330 acres), and commercial/employment (306 acres) zones account for the remaining 12 percent of CEA Analysis Area land. Additional detail on land use for individual CEA Analysis Area Communities is provided in **Section 4** and **Appendix D**.

Figure 3-1: CEA Analysis Area Land Use Distribution



Source: City of Gaithersburg GIS web map (https://maps.gaithersburgmd.gov/gallery/); City of Rockville GIS Open Data (http://data-rockvillemd.opendata.arcgis.com/); Montgomery County/MNCPPC MCATLAS (http://www.mcatlas.org/viewer/); Fairfax County Open Geospatial Data (https://www.fairfaxcounty.gov/maps/open-geospatial-data).

Figure 3-2: Land Use within the CEA Analysis Area



B. Farmland and Protected Lands

The *Farmland Protection Policy Act of 1981* (FPPA) strives to minimize the extent to which Federal programs contribute to the conversion of important farmlands to non-agricultural uses; lessen the adverse effects of federal actions on farmland; and assure that federal programs are operated in a manner that, to the extent practicable, will be compatible with state, local government, and private programs that protect farmland. According to federal regulations implementing the FPPA, *farmland* does not include land already in or committed to urban development, including lands identified as urbanized area on the 2010 Census urban area-based reference map[6].

The CEA Analysis Area is almost entirely within a Census urban area, except west of I-495 along the Potomac River in the Potomac and McLean CEA Analysis Area Communities, where the Chesapeake and Ohio Canal National Park and Clara Barton Parkway are located.

The CEA Analysis Area was reviewed for lands not covered by the FPPA, but protected under:

- Virginia state preservation programs;
- the Maryland Agricultural Land Preservation Foundation (MALPF);
- the Maryland Agricultural Easement Program;
- the Maryland Environmental Trust; and
- the Maryland Rural Legacy Program, including county Rural Legacy Programs (MCATLAS, 2018 and Montgomery County Rustic Roads Advisory Committee, 2015).

Per the Virginia Department of Conservation and Recreation's online Conservation Lands Database, there are a total of nine conservation easements spread throughout the McLean CEA Analysis Area Community. These easements are almost entirely privately owned, aside from one owned by the National Park Service, and are managed by a variety of entities including the Northern Virginia Conservation Trust, the Potomac Conservancy, and the Virginia Outdoors Foundation. The easements range from approximately one acre to approximately 63 acres (Virginia Department of Conservation and Recreation, 2021).

The McLean CEA Analysis Area Community also contains one non-profit fee simple holding owned by the Northern Virginia Conservation Trust that is approximately five acres. Additionally, Scott's Run Nature Preserve, owned by the Fairfax County Park Authority, is located on the banks of the Potomac River directly west of I-495 and is accessible from Georgetown Pike. Scott's Run encompasses approximately 384 acres (Virginia Department of Conservation and Recreation, 2021).

The CEA Analysis Area overlaps with a small portion of the Maryland Department of Natural Resources (DNR) designated Piney Branch Special Protection Area (SPA) in the Gaithersburg CEA Analysis Area

[6] *The Farmland Protection Policy Act* (7 CFR 658.2) states, "Farmland means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or local importance. "Farmland" does not include land already in or committed to urban development or water storage, Farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as "urbanized area" (UA) on the 2010 Census urban area-based reference map (https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html), or as urban area with a "tint overprint" on the USGS topographical maps, or as "urban-built-up" on the USDA Important Farmlands Maps."

Community, north of Darnestown Road and south of Medical Center Way. Existing land uses at this location include roadways and adjacent strips of undeveloped land as well as development complexes and parking facilities associated with Shady Grove Adventist Hospital.

C. Review of Approved Comprehensive, Master, and Sector Plans

The *Maryland Economic Growth, Resource Protection and Planning Act* (1992), as amended, articulates the State's growth policy through visions centered on concentrating development in suitable areas, protecting sensitive areas, and establishing funding mechanisms to achieve the visions. The Act also requires local jurisdictions to address these same visions in their comprehensive plans. Under the Act, local governments are required to review, and if necessary, update their plans once every six years.

Maryland's *Smart and Sustainable Growth Act of 2009* clarifies the link between local comprehensive plans and local land use ordinances. The bill defines the current requirement of "consistency". Actions that are "consistent with" or have "consistency with" a comprehensive plan are actions that further, and are not contrary to, the following items in the plan: policies; timing of implementation of the plan; timing of development; timing of rezoning; development patterns; land uses; and densities or intensities.

Planning and development goals within CEA Analysis Area Communities are guided by a variety of comprehensive, master, and sector plans. Relevant plans that overlap portions of the CEA Analysis Area are listed in **Table 3-1.** These plans generally set goals that include enhancing transportation efficiency by promoting the use of major highways and arterials networks to limit traffic impacts on local and neighborhood streets. Roadway-related recommendations referencing the study corridors have been italicized.

Table 3-1: Comprehensive, Master, and Sector Plans

Planning Document	Roadway-Related Recommendations Referencing the Study Corridors
Fairfax County, Virginia	
Fairfax County Comprehensive Plan, 2017 Edition (Area II McLean Planning District (Amended February 20, 2018)	• *Identifies I-495 as a proposed high-occupancy toll lane facility from Old Dominion Drive north to Maryland* • *I-495 south of Old Dominion Drive is an existing high-occupancy toll lane facility*
Montgomery County, Maryland	
Comprehensive Amendment to the Bethesda/Chevy Chase MP (1990)	• *Maximum six to eight-lane divided roadway system for I-495, from the Potomac River to Rock Creek Park* • *Variable minimum right-of-way width for I-495*
North Bethesda Garrett Park MP (1992)	• *Maximum six-lane divided roadway for I-495* • *Minimum 300-foot right-of-way width*
Gaithersburg Vicinity MP (1996)	• No recommendations specific to the study corridors
Potomac Subregion MP (2002)	• *Maximum eight-lane divided roadway system for I-495, 12-lane divided roadway for I-270 from the Rockville City line to the I-270 Spur, and six-lane divided highway for the I-270 spur from I-270 to I-495* • *Minimum 300-foot right-of-way width for I-495 and I-270*

Planning Document	Roadway-Related Recommendations Referencing the Study Corridors

Capital Beltway HOV Lane Project and Interchange at the Intersection of Randolph Road and Veirs Mill Road (Amendment to the MP of Highways within Montgomery County) (2004)	• *Revised the Potomac Subregion Master Plan (2002) recommending:*
	  ○ *Maximum eight-lane, plus two-High-Occupancy Vehicle (HOV) lanes, divided roadway system for I-495 from the American Legion Bridge to I-270 West Spur*
	  ○ *Minimum 300-foot right-of-way width for I-495*
	• *Revised the Bethesda-Chevy Chase MP (1990) to recommend HOV lanes*
	• *HOV, or High-Occupancy Toll (HOT), lanes on I-495 between the American Legion Bridge and the I-270 West Spur*
	• *Managed lanes that do not give preference to high-occupancy vehicles were not considered*

Guiding the Future of the MD 355/I–270 Corridor (2008)	• *Use value pricing for express lanes on I-270, the Inter-County Connector, and I-495 to enhance mobility and improve access.*
City of Gaithersburg MP (2009) (currently being updated)	• *Express Toll Lane (ETL) direct access ramps for I-270 at the Metropolitan Grove Road extended site*
Gaithersburg West MP Transportation Appendix (Draft March 2009)	• No recommendations specific to the study corridors
Great Seneca Science Corridor MP (2010)	• *Maximum 12-lane divided roadway system for I-270 between Great Seneca Creek (proximal to Game Preserve Road) and Shady Grove Road* • *Minimum 300-foot right-of-way width for I-270* • *Provide off-ramp right-of-way for the proposed new interchange at I-270 and Watkins Mill Road and grade-separated interchanges at I-270 at Watkins Mill Road extended and I-270 at Gude Drive* • *Construction of improvements at the Watkins Mill interchange by MDOT SHA are underway. Completion is expected Summer 2020.* • *There are no current MDOT SHA plans to add an interchange at Gude Drive*
Countywide Transit Corridors Functional MP (2013)	• *Transportation System Management (TSM) improvements are in place to provide a more efficient use of ROW along HOV lanes on I-270* • *At the Fernwood Road bridge, high-occupancy-vehicle (HOV) ramps connecting with the HOV lanes on the I-270 West Spur, both to and from the north and south.*
Rockville 2040 Comprehensive MP Transportation Report (2016)	• No recommendations specific to the study corridors
Bethesda Downtown Sector Plan (2017)	• No recommendations specific to the study corridors
Grosvenor-Strathmore Minor Area MP (2017)	• No recommendations specific to the study corridors

Planning Document	Roadway-Related Recommendations Referencing the Study Corridors
Rock Spring MP (2017)	• No recommendations specific to the study corridors
Technical Update to the MP of Highways and Transitways (2018)	• *Minimum 300-foot right-of-way width for I-270 except between West Gude Drive and the I-270 Spur* • *Designates I-270 between I-495 and I-370 as a "Freeway with Existing HOV Lanes"* • *Designates I-495 between the I-270 West Spur and the Maryland--Virginia line as a "Freeway with Planned HOV Lanes."*
Rockville 2040: Comprehensive Plan Update (2021)[1]	• *"Protect and enhance Rockville's property, neighborhoods, and environment while supporting solutions to regional traffic congestion on I-270 and I-495"* • *"Monitor and coordinate with Maryland Department of Transportation State Highway Administration (MDOT SHA) regarding any projects to alter I-270 through Rockville. The City strongly supports mass transit, transportation demand management (TDM), and other alternative solutions to traffic congestion on I-270 as opposed to widening or the creation of toll lanes on I-270 as a remedy."*
Regional	
National Capital Region Transportation Planning Board FY 2019-2024 Transportation Improvement Program (2018)	• *Major Highway Projects within the study corridors include:* ○ *I-495 and I-270 Traffic Relief Plan – TIP ID 6432, Total $7.6 Billion, FY 2019-2024 Program $129 Million, Complete 2025*
National Capital Region Transportation Planning Board Visualize2045 Long-Range Plan (2022 Update)	• *I-95/I-495 component of Traffic Relief Plan in Montgomery and Prince George's Counties to include two managed lanes in each direction, between Baltimore Washington Parkway and Virginia Stateline/Potomac River (Woodrow Wilson Bridge) (CLRP 1182)* • *I-270 component of Traffic Relief Plan in Montgomery County to include two managed lanes in each direction, between I-495 and I-70/US 40 (CLRP 1186)*

Source: Montgomery County Planning Department, Master Plan List, https://montgomeryplanning.org/planning/master-plan-list/ , accessed June 2021; Fairfax County Planning Division, Comprehensive Plan Documents, https://www.fairfaxcounty.gov/planning-development/fairfax-county-comprehensive-plan, accessed June 2021.

Note: [1] The Rockville 2040 Comprehensive Plan Update also states, "A return to pre-pandemic traffic volumes on I-270 will continue to impact Rockville's local roads and the City supports actions and investments that reduce of mitigate impacts from I-270 that do not result in additional lanes, toll roads, or right-of-way expansion by the State."

Various residential, mixed-use, commercial, and retail development projects are proposed within the Montgomery County portion of the CEA Analysis Area. Development projects that have been approved by their respective County Planning Board but not yet constructed are considered "in the Pipeline" and are summarized below.

The most readily available GIS data from Montgomery County indicates that, as of October 2021, 53 Pipeline development projects are located in the Montgomery County portion of the CEA Analysis Area

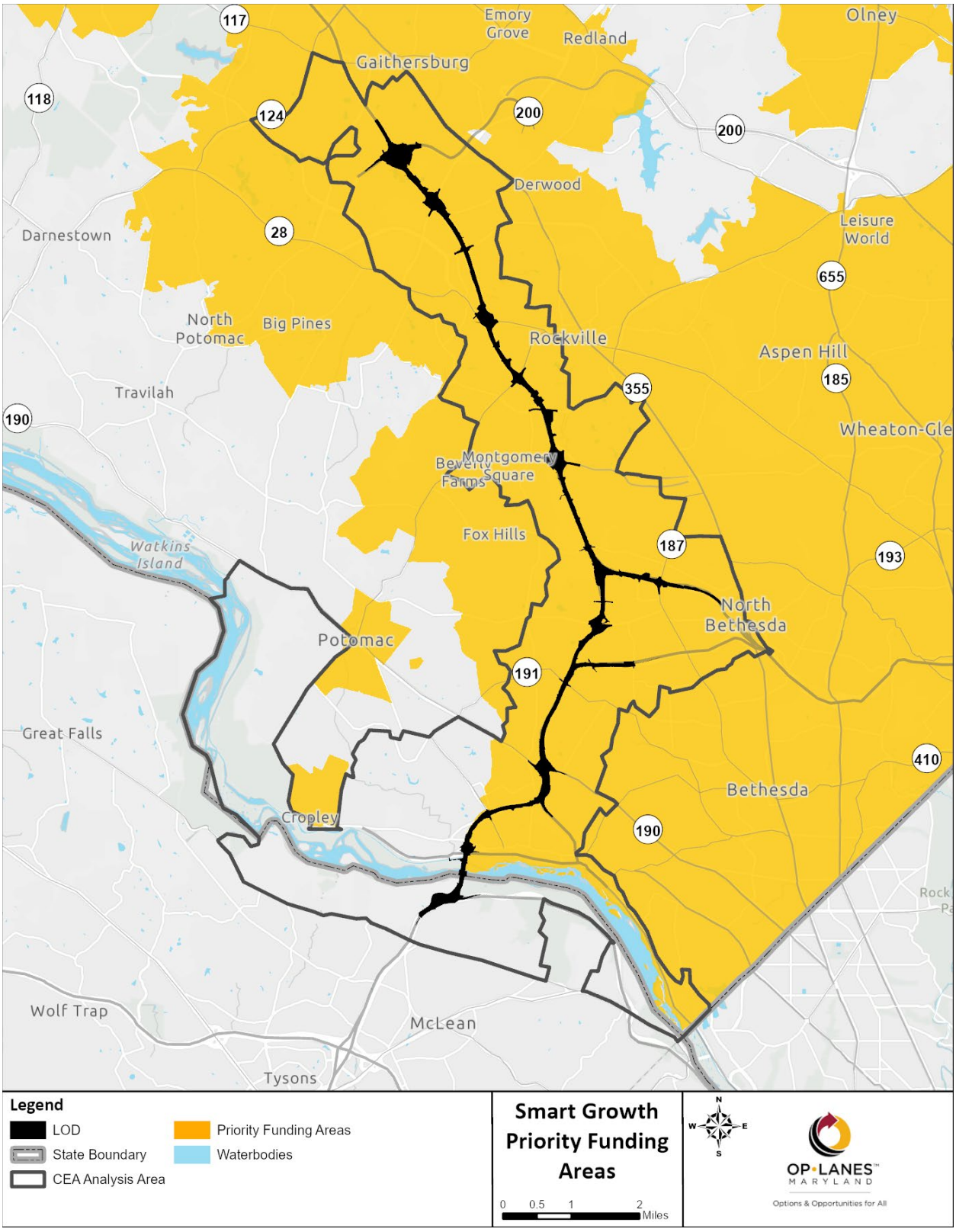
(M-NCPPC, 2019). The projects include 11 mixed-use developments, 29 residential developments, and 13 office and retail developments. Combined, these Pipeline development projects would result in 6,535 new[7] residential units and 19,543 office, retail, and industrial jobs. Development projects in Montgomery County and elsewhere along the study corridor would further increase travel demand by the planning horizon year of 2040.

Maryland's *Smart Growth Priority Funding Areas Act of 1997* (Smart Growth Act) directs Maryland state infrastructure funds to areas within or connecting with county-designated and state-certified Priority Funding Areas (PFAs). Growth-related projects include most State programs that encourage growth and development such as highways, sewer and water construction, economic development assistance, and State leases or construction of new office facilities. The Smart Growth Act legislatively designated certain areas as PFAs and established criteria for locally designated PFAs. Through Smart Growth, Maryland is committed to limiting sprawl development by directing funds where they can help to revitalize older neighborhoods, and redirect growth to already developed areas, saving the state's farmland, open spaces, and natural resources. Smart growth makes efficient use of land, water, and air; creates a sense of community and place; expands transportation, employment, and housing choices; distributes the costs and benefits of development in an equitable manner; and promotes the public health (MD Department of Planning). To evaluate the Study's growth implications, consistency with the MD Department of Planning's Planning Policy, and compliance with the Priority Funding Area Law, Smart Growth Coordination Checklists were completed by MDOT SHA and are included with related correspondence in **Appendix C** of this technical report. In an email dated January 12, 2022, MDP concurred with Planning Act Consistency and PFA Law compliance determinations for the Study. It was determined that the Preferred Alternative is located entirely within PFAs.

As shown in **Figure 3-3**, the vast majority of the CEA Analysis Area is within a Maryland Department of Planning-designated PFA (a small portion of the CEA Analysis Area in Potomac falls outside of a PFA). As the I-495 and I-270 Managed Lanes Study proposed improvements would expand existing major regional corridors around which PFAs are designated, improvements within the CEA Analysis Area would be consistent with the Smart Growth Act.

[7] New residential units are the sum of approved, unbuilt residential units for each project.

Figure 3-3: Smart Growth Priority Funding Areas



Source: Maryland Department of Planning, http://mdpgis.mdp.state.md.us/pfa/

3.1.2 Environmental Consequences

Potential long-term impacts from the Preferred Alternative are described, herein, along with a description of the Preferred Alternative's consistency with Community Master Plans and other documents that guide land use, zoning, and development within the CEA Analysis Area. Any impacts to pending or approved developments are also identified.

Descriptions of existing land use conversion to transportation right-of-way refers to physical changes in land use and should not be interpreted as a change in the official Zoning Code designation, which is subject to county and municipal regulations and not an element of the I-495 & I-270 Managed Lanes Study. For indirect and cumulative impacts from the Preferred Alternative on land use and development in the region, see the *Final Indirect and Cumulative Effects Technical Report* **(FEIS, Appendix Q)**.

A. The No Build Alternative

The No Build Alternative requires no right-of-way acquisition or conversion of land to transportation use.

Because the No Build Alternative would not provide HOV or toll facilities on I-495 or I-270, it would not be consistent with the following Comprehensive, Master or Sector Plans that call for HOV or toll facilities on I-495 or I-270:

- Fairfax County Comprehensive Plan, 2017 Edition;
- Capital Beltway HOV Lane Project and Interchange at the Intersection of Randolph Road and Veirs Mill Road (Amendment to the MP of Highways in Montgomery County) (2004);
- Guiding the Future of the MD 355/I-270 Corridor (2008); and
- National Capital Region Transportation Planning Board FY 2019-2024 Transportation Program (2018); and
- National Capital Region Transportation Planning Board Vision 2045 (2022 Update).

B. Preferred Alternative

The Preferred Alternative would result in the permanent conversion of 78.2 acres of existing land uses to right-of-way for the new HOT lanes under the Preferred Alternative. This conversion includes the alteration of existing transportation land use for non-highway facilities (e.g. railway, county right-of-way, vegetated buffer zones etc.) outside of the existing I-495 and I-270 highway footprint, to right-of-way for the new HOT lanes (**Table 3-2**). The conversion of land from its present use would be the result of expanding the existing transportation right-of-way to adjacent properties and accommodating stormwater management facilities or drainage improvements, new or reconstructed noise barriers, and utility relocation that cannot be accommodated within existing highway right-of-way.

The Preferred Alternative would also use 14.7 acres of existing land uses for temporary use during construction.

Table 3-2: Land Use Permanently Converted to Transportation Right-of-Way for the Preferred Alternative

Land Use	Total Existing Land Use in the CEA Analysis Area (acres)	Temporary Land Use Impacts During Construction of the Preferred Alternative (acres)	Land Use Permanently Converted to Transportation ROW under the Preferred Alternative (acres)
Transportation[1]	3,686	<0.1	<0.1
(% of land use type permanently impacted)	--	--	*<0.1%*
Residential	15,335	2.6	35.3
(% of land use type permanently impacted)	--	--	*0.2%*
Planned Unit/ Planned Community	1,114	0.2	8.2
(% of land use type permanently impacted)	--	--	*0.7%*
Park/Open Space	4,697	9.3	12.8
(% of land use type permanently impacted)	--	--	*0.3%*
Mixed-Use	1,518	2.6	16.3
(% of land use type permanently impacted)	--	--	*1.1%*
Industrial	330	--	2.8
(% of land use type permanently impacted)	--	--	*0.8%*
Commercial/ Employment	306	--	2.7
(% of land use type permanently impacted)	--	--	*0.9%*
Total Permanent Change in Land Use[2]	**27,006**	**14.7**	**78.2**
(% of land use type permanently impacted)	**--**	--	*0.3%*

[1]*Transportation Land Use is the land considered transportation use—such as railway facilities, county right-of-way, and vegetated buffer zones— by the owner jurisdictions that is located outside of the I-495 & I-270 highway footprint.*

Under the Preferred Alternative, conversion to transportation right-of-way would most commonly occur to residential land uses (35.3 acres), followed by mixed-use land uses (16.3 acres). Conversion of residential land use within the LOD accounts for 0.2 percent of residential land use in the CEA Analysis Area; conversion of mixed-use land uses within the LOD accounts for 1.1 percent of mixed-use land uses in the CEA Analysis Area. Conversion of park/open space land uses within the LOD accounts for 0.3 percent of the park/open space land uses in the CEA Analysis Area. Overall, 78.2 acres of land use, or 0.3 percent of the CEA Analysis Area, along the Phase 1 South limits would be permanently converted to transportation right-of-way.

The land use conversions under the Preferred Alternative would primarily consist of acquiring strips of land, or strip takes, from undeveloped areas or areas of trees and landscaping in yards that back to I-495 or I-270. The Preferred Alternative would not substantially affect the overall land use within the CEA

Analysis Area. As shown in **Table 3-2**, 1.1 percent or less of each land use type would be impacted by the Preferred Alternative. The extent, pace, and location of development within the CEA Analysis Area would be influenced and controlled by the respective county land development policies and plans. Outside of PFAs, large lot development, or areas where sprawl is likely to occur, would be limited to low development capacity in the CEA Analysis Area. The Preferred Alternative would support opportunities for redevelopment and infill, with growth in the study area being directed to existing communities and along transportation corridors. Future planned growth is not impeded by the proposed improvements under the Preferred Alternative and is not dependent on the proposed improvements.

The vast majority of the Preferred Alternative LOD is located within the Washington DC-MD-VA Census Urbanized Area. The land use conversion would impact a small portion of undeveloped riparian buffer located immediately outside of the Census Urbanized Area where the Preferred Alternative is located in McLean, Virginia. This riparian buffer for the Potomac River is not active farm area, nor does it provide farm-oriented services. As with other areas along the LOD, impacts to this portion of McLean would be limited acquisitions of right-of-way along the existing I-495 roadway. Consultation with the US Department of Agricultural Natural Resource Conservation Service (NRCS) is required for FPPA review if a project has the potential to convert prime, statewide, unique, or locally important farmland to non-farm use. If required, NRCS review determines if a Farmland Conversion Impact Rating for Corridor Type Projects is obligatory for a project. However, the LOD outside of the Census urban area is excluded from FPPA regulation because the LOD will not impact Prime Farmland Soils, as the soils are located on parkland within the Potomac River. For additional discussion on farmland soils, refer to the *Final Natural Resources Technical Report* **(FEIS, Appendix M)**. Other than parkland discussed in the *Final Section 4(f) Evaluation* **(FEIS, Appendix G)** and historic properties discussed in the *Final Cultural Resources Technical Report* **(FEIS, Appendix I)**, areas subject to conservation or protection under state and local land use and zoning designations would not be impacted by the Preferred Alternative.

The Preferred Alternative would be compatible with planned and approved future development in Montgomery and Fairfax Counties, including those identified in **Section 3.1.1C**, by providing additional roadway capacity to accommodate existing traffic and long-term traffic growth as well as travel choices for enhanced trip reliability and the improved movement of goods and services, consistent with the Study's Purpose and Need. Improvements would continue to make the area desirable for business and residential development.

Further, the Preferred Alternative is generally consistent with Comprehensive, Master or Sector Plans that call for HOV or toll facilities on I-495, referenced in **Table 3-1.** The assumed right-of-way for the Preferred Alternative would be adjacent to the existing I-495 and I-270 alignments and within the 300-foot right-of-way of I-495 and I-270 as recommended in multiple planning documents referenced in **Table 3-1.** The Preferred Alternative is located entirely within PFAs and is consistent with the Smart Growth Act. The Preferred Alternative would not substantially affect the overall land use within the CEA Analysis Area as only 1.1 percent or less of each land use type would be impacted by the Preferred Alternative. Within the Phase 1 South limits, much of the land use has already been developed and there is a paucity of unoccupied land available for new development. Much of the unoccupied land is also designated by planning documents for preservation, further reinforcing the small likelihood of development pressure as a result of new or additional access to I4-95 and I-270 from the managed lanes.

C. Mitigation or Community Enhancement Measures

All property owners affected by partial acquisition and its associated land use conversion to transportation right-of-way would be compensated for the fair market value of the acquired portion of land and any damages to the remaining property and structures; this includes compensation for temporary use of land for the construction of the Preferred Alternative.

During final design, the Developer would develop and follow aesthetic and landscaping guidelines of all highway elements in consultation with the local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and Federal agencies. The goal will be to design highway elements, including retaining walls, noise barriers, and other visual barriers, to be sensitive to the context of the surrounding land use. Further, mitigation for resource impacts would be developed in accordance with jurisdictional agency requirements.

3.2 Population and Demographics

3.2.1 Existing Conditions

The CEA Analysis Area population presented is based on data from the US Census, ACS Five-Year Estimates, 2015-2019. At the time this technical report was written, the 2015-2019 ACS 5-Year Estimates were the most recently available data. Population data is presented per CEA Analysis Area block group within their representative community for comparison alongside state and county data. The CEA Analysis Area population is further described by demographic data to include: age, sex, households with disabilities, race, ethnicity, national origin, and household income distribution using data from the US Census, ACS Five-Year Estimates, 2015-2019. Like the population overview, demographic data is presented for comparison with state and county existing conditions. Where appropriate, maps are provided that illustrate relevant patterns and/or concentrations of demographic characteristics within the CEA Analysis Area. The text discussion references relevant patterns and/or concentrations by community, noting specific block groups with outlier data where appropriate. Demographic data is also presented for individual CEA Analysis Area Communities in **Section 4** and **Appendix D**.

A. Population

Table 3-3 shows historic trends and projections for the population of Fairfax and Montgomery Counties and the State of Maryland. Over the twenty-year period between 1990 and 2010, Fairfax County saw the greatest increase in population growth, with its population increasing by 32 percent. During the same period, Montgomery County's population grew by 28 percent and Maryland's population grew by 21 percent. Through 2040 population growth in Fairfax County is projected to grow by 22 percent compared to projected growth in Montgomery County at 23 percent and Maryland at 17 percent.

Table 3-3: Historic and Projected Population in Fairfax County, Montgomery County, and Maryland

Geography	1990	2000	2010	2040	Percent Change 1990–2010	Percent Change 2010–2040
Fairfax County	818,600	969,700	1,081,700	1,317,300	+32%	+22%
Montgomery County	757,027	873,341	971,777	1,197,150	+28%	+23%
Maryland	4,780,753	5,296,486	5,773,552	6,739,410	+21%	+17%

Source: Maryland Department of Planning, "Historical and Projected Total Population for Maryland's Jurisdictions," December 2020 and County of Fairfax, Virginia, "Demographic Reports 2020."

Additionally, according to MWCOG Round 9.1a Cooperative Forecasting, between 2015 and 2045, the population of Montgomery County is expected to grow by 20.5 percent, while the population of Fairfax County is expected to grow by 25.9 percent.

The CEA Analysis Area is in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area. The total population of the CEA Analysis Area is 103,614 people. Of this total, approximately 97 percent reside in Montgomery County and three percent in Fairfax County. Population distribution throughout the CEA Analysis Area Communities is shown in **Figure 3-4** and **Figure 3-5**. Population density within the CEA Analysis Area (**Figure 3-5**) mirrors the density of residential development.

Figure 3-4: Population Distribution Among CEA Analysis Area Communities

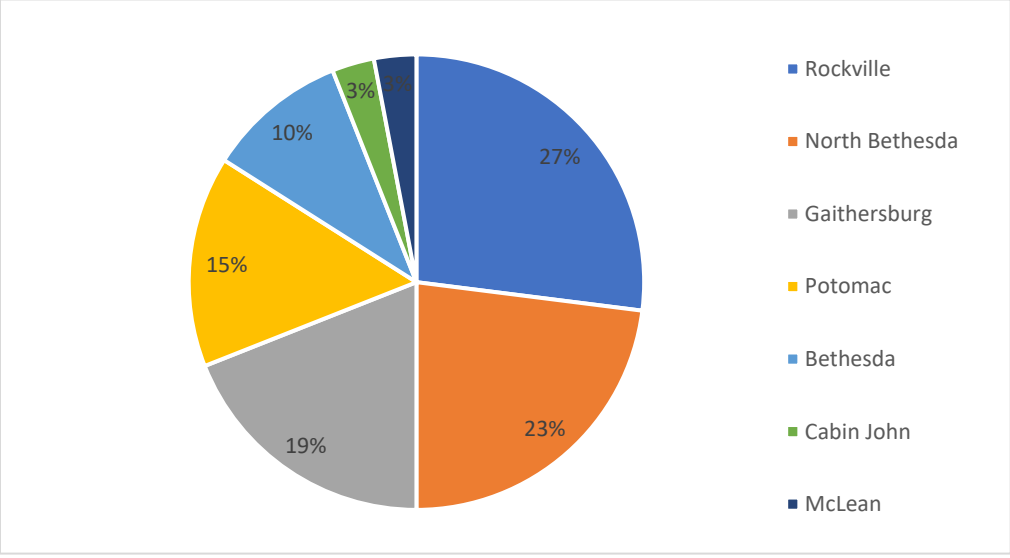
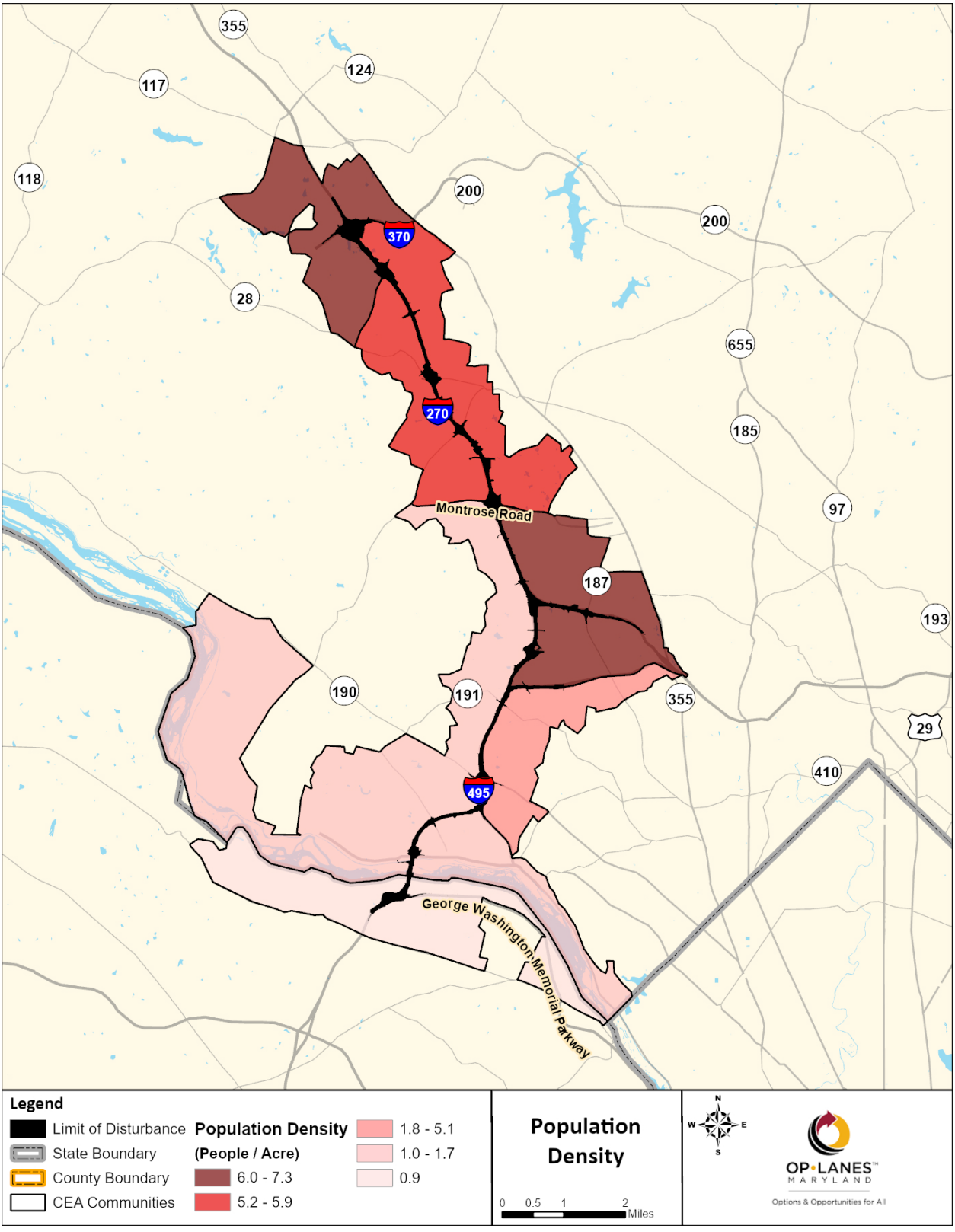


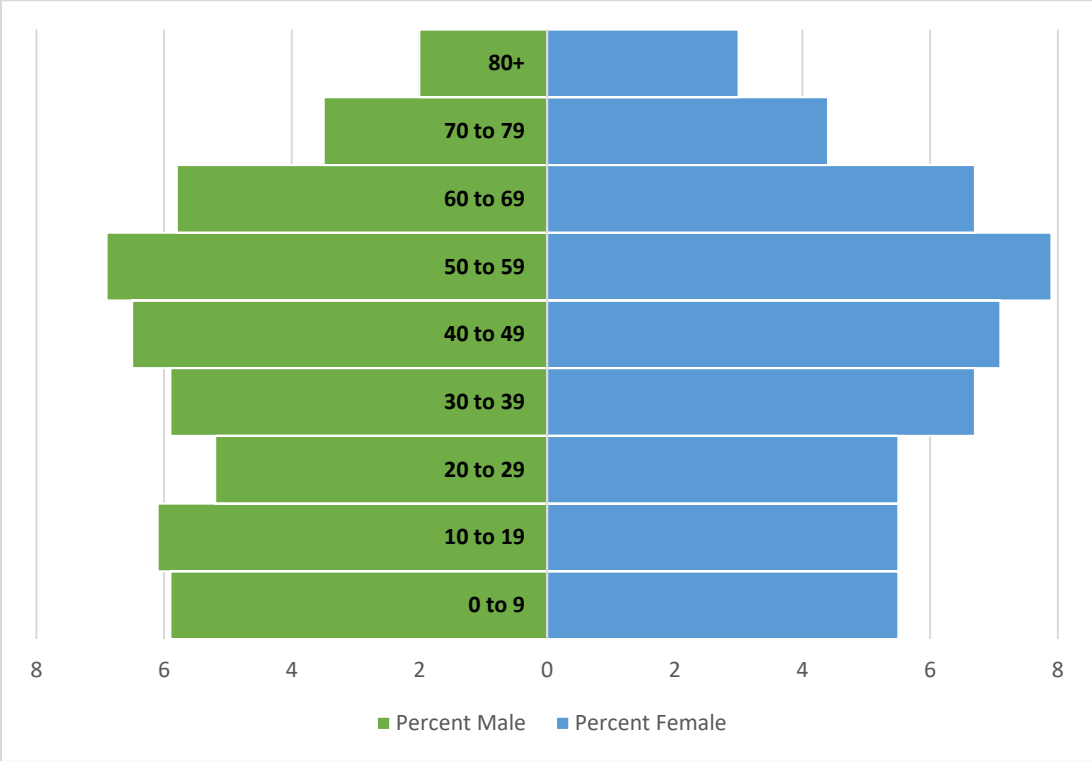
Figure 3-5: Population Density within the CEA Analysis Area



B. Age and Sex Characteristics

Section 162 (a) of the *Federal-Aid Highway Act of 1973* (23 USC 324) provides protection against gender-based discrimination while *The Age Discrimination Act of 1975* prohibits discrimination on the basis of age. The distribution of male and female individuals across age cohorts for the CEA Analysis Area is shown in **Figure 3-6**. The distribution of male and female[8] individuals is similar across all ages. At 15 percent of the population, the 50 to 59 cohort is the largest age group in the CEA Analysis Area, followed by the 40 to 49 cohort, which comprises 14 percent of the CEA Analysis Area population. Individuals aged 80 and over make up five percent, or the smallest portion of the CEA Analysis Area.

Figure 3-6: Age Distribution by Sex



Note: Age distribution is shown as a percentage.
Source: 2015–2019 American Community Survey 5–Year Estimates

C. Disability Characteristics

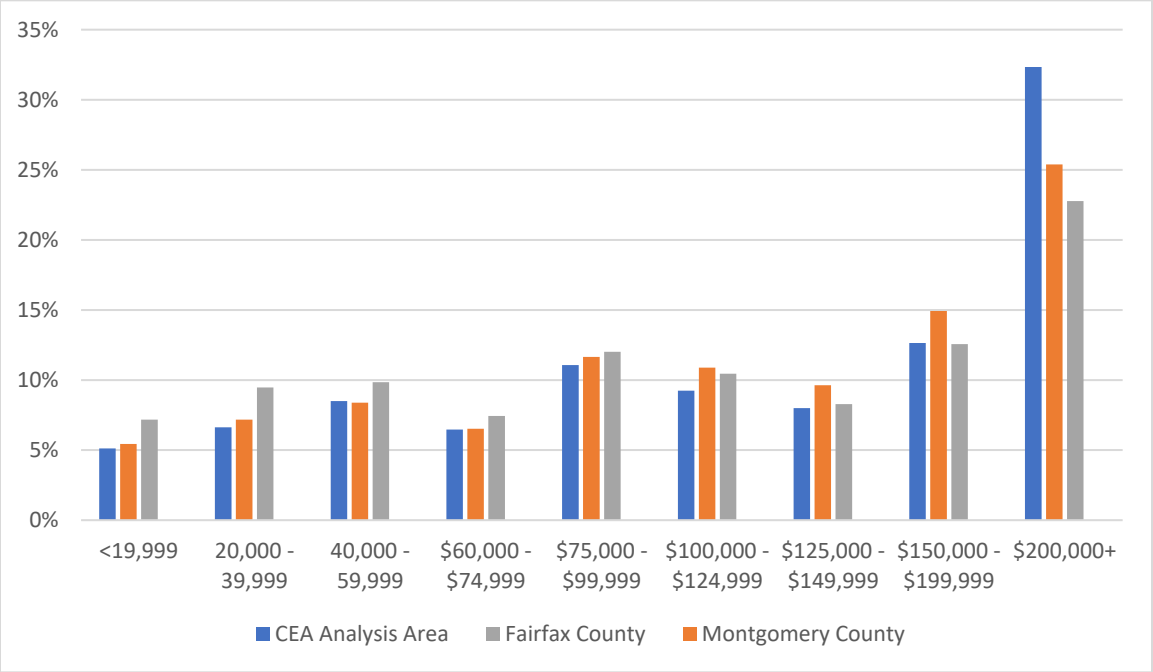
Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990 provides disabled individuals equal opportunities to participate in and have access to federal programs, benefits and services. Five (5.2) percent of the 60,402 households in the CEA Analysis Area include one or more persons with a disability. This proportion is equal to that of Fairfax County (5.2 percent); it is slightly less than that of Maryland (8.9 percent) and Montgomery County (5.7 percent).

[8] "Male" and "Female" are the only response options available in the 2015–2019 American Community Survey 5–Year Estimates.

D. Household Income

The ACS Five-Year Estimates calculated the number of households in a geography that fall within an annual income range. **Figure 3-7** shows the number of households within the annual income range for the CEA Analysis Area, Montgomery County, and Fairfax County. Note that the income ranges provided by the ACS were not evenly divided for each range.

Figure 3-7: Household Income



Source: 2015–2019 American Community Survey Five-Year Estimates

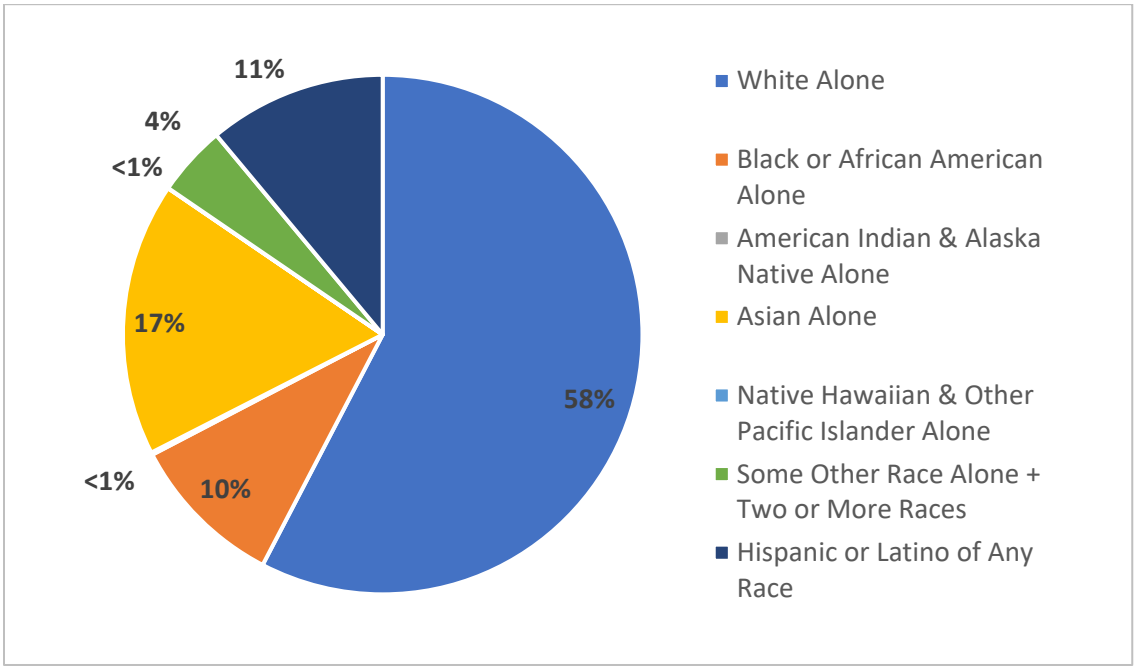
Household income distribution in **Figure 3-7** indicates a generally affluent population within the CEA Analysis Area as a whole. Thirty-two percent of CEA Analysis Area households—the majority—earned $200,000 or more in annual income, followed by 13 percent of households earning $150,000 to $199,999 in annual income. The smallest proportion of the CEA Analysis Area households, five percent, earned $19,999 or less in annual income. In comparison, the State of Maryland had a lower percentage of households who earned an annual income of $200,000 or more, at 13 percent, and a lower percentage of households who earned an annual income of $150,000 to $199,999, at 11 percent. A higher percentage of households in Maryland, ten percent, earned an annual income of $19,999 or less. Additional information on low-income households as they relate to the identification of potential Environmental Justice populations is provided in **Section 5.2.3.**

E. Race and Ethnicity

The breakdown of race and ethnicity characteristics for the CEA Analysis Area population are shown in **Figure 3-8**. The detailed race and ethnicity characteristics for Fairfax and Montgomery Counties, as well as each block group within the CEA Analysis Area are provided in **Table 5-2** in **Section 5.4.1**. Montgomery

County, with a total minority race and ethnicity population[9] of 56 percent represents a more diverse population compared to Maryland, which has a minority race and ethnicity population of 49 percent. The CEA Analysis Area, where 42 percent of the population identifies as a minority race or ethnicity, is less diverse than both the county and the state.

Figure 3-8: Race and Ethnicity Characteristics of the CEA Analysis Area



Source: 2015–2019 American Community Survey Five-Year Estimates

Over half (58 percent) of the CEA Analysis Area identifies as White alone, followed by those who identify as Asian alone (17 percent), those who identify as Hispanic or Latino of any race (11 percent), and those who identify as Black or African American alone (10 percent). Those who identify as some other race alone plus two or more races, Native Hawaiian and other Pacific Islander alone, or American Indian and Alaska Native alone comprise less than 10 percent each of the CEA Analysis Area population.

Additional detail on race and ethnicity characteristics as they relate to the identification of potential Environmental Justice populations is found in **Section 5.2.2**.

3.2.2 Environmental Consequences

Impacts to the CEA Analysis Area population and demographics were assessed in terms of potential impact to the overall composition of these resources throughout the CEA Analysis Area. Potential impacts include increased or decreased development within the CEA Analysis Area that may result in change to population or demographic characteristics. The potential for impacts to population and demographics within specific communities are presented for the No Build and the Preferred Alternative by CEA Analysis Area

[9] Total Minority Race and/or Ethnicity Population is the sum of persons self-identifying as Black or African American Alone, Hispanic or Latino (regardless of race), Asian American Alone, American Indian and Alaskan Native Alone, Native Hawaiian or other Pacific Islander Alone, Some Other Race Alone, and two or more races.

Community provided in **Section 4** and **Appendix D**. For indirect and cumulative impacts from the Preferred Alternative on the regional population, see the *Final Indirect and Cumulative Effects Technical Report* **(FEIS, Appendix Q)**.

A. The No Build Alternative

The No Build Alternative would have no impact on population or demographic characteristics, including age and sex, disability, household income, and race and ethnicity characteristics, within the CEA Analysis Area. However, regardless of improvements within the study corridors the regional population is projected to experience significant growth over the 30-year period between 2010 and 2040. The total population of Fairfax County is expected to increase by 22 percent; as shown in **Table 3-3**, the total population of Montgomery County is expected to increase by 23 percent. Additionally, according to MWCOG Round 9.1a Cooperative Forecasting, between 2015 and 2045, the population of Montgomery County is expected to grow by 20.5 percent, while the population of Fairfax County is expected to grow by 25.9 percent. The increase in population and lack of improvements to I-495 and I-270 under the No Build Alternative resulting in increased congestion may limit planned growth for the CEA Analysis Area.

B. The Preferred Alternative

The Preferred Alternative does not result in any full acquisitions or residential or business displacements. By providing additional roadway capacity through HOT managed lanes, the Preferred Alternative would accommodate increased traffic and congestion attributed to the projected regional population growth between 2010 and 2045. The increased capacity on I-495 and I-270, access to travel choices, and enhanced trip reliability would maintain the area's desirability for future economic activity. The Preferred Alternative would have minimal impact on the overall population of the CEA Analysis Area; no impacts would occur to demographic characteristics, including age and sex, disability, household income, and race and ethnicity characteristics, within the CEA Analysis Area. The minimal demographic changes would be consistent with approved master plans and population growth projections associated with those plans.

3.2.3 Mitigation

Because minimal impacts on the overall population of the CEA Analysis Area and no impacts on demographic characteristics, including age and sex, disability, household income, and race and ethnicity characteristics, would occur within the CEA Analysis Area, no mitigation is required.

3.3 Economic, Employment, and Commuting Characteristics

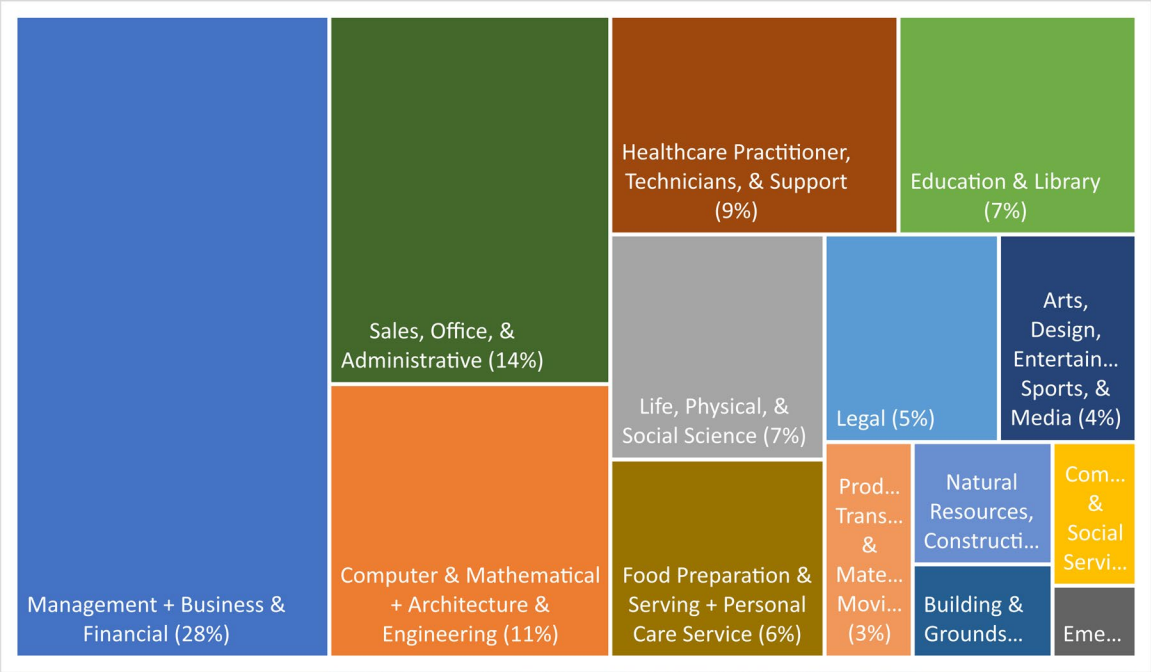
3.3.1 Existing Conditions

A. Employment and Economic Characteristics

The CEA Analysis Area is home to 57,022 persons over 16 years of age who are employed in the civilian sector, plus 453 persons employed in the Armed Forces. In the CEA Analysis Area, 96 percent of the labor force is employed. In comparison, Fairfax and Montgomery Counties have the same percent of the labor force employed, while Maryland has a slightly lower percentage at 95 percent. Consistent with US Census data, *workers,* as presented here, refers to the CEA Analysis Area population employed in the civilian sector only, unless otherwise specified. Workers can be characterized by *occupation*, which refers to "the kind of work a person does to earn a living" (US Census Bureau, 2018). **Figure 3-9** reveals that 28 percent of CEA Analysis Area residents are employed in management, business and financial occupations. Sales and office occupations, as well as administrative support occupations, employ 14 percent of CEA Analysis

Area residents. The remaining occupations each employ less than 11 percent of CEA Analysis Area residents.

Figure 3-9: Occupations of Employed CEA Analysis Area Residents



Source: American Community Survey Five-Year Estimates (2015-2019)

In addition to employment characteristics of CEA Analysis Area residents, the CEA Analysis Area can be described by its contributions to the regional economy. The Maryland Department of Labor identifies "major" employers to be businesses or institutions with 100 or more employees. Employers in Montgomery County with more than 750 employees (excluding state and local governments and post offices) are listed in **Table 3-4**. No Fairfax County major employers were identified within the Fairfax County portion of the CEA Analysis Area.

Table 3-4: Major Montgomery County Employers in CEA Analysis Area

Company	Number of Location(s) in CEA Analysis Area Communities	Total Number Employed at Company throughout Montgomery County
AstraZeneca (formerly MedImmune)	1 location in Gaithersburg	750 - 999
BAE Systems	1 location in Rockville	750 - 999
Bio Reliance Corp.	1 location in Gaithersburg	750 - 999
CVS Pharmacy	1 location in Potomac 1 location in North Bethesda 1 location in Rockville	750 - 999
Giant Food	2 locations in Potomac	1,000+
Home Depot	1 location in Potomac	750 - 999

Company	Number of Location(s) in CEA Analysis Area Communities	Total Number Employed at Company throughout Montgomery County
	1 location in Rockville	
Lockheed Martin Corp.	2 locations in North Bethesda 2 locations in Rockville 1 location in Gaithersburg	1,000+
Macy's	1 location in Potomac	1,000+
Marriott International, Inc.	1 location in North Bethesda 2 locations in Gaithersburg 1 location in Rockville	1,000+
McDonald's	2 locations in Potomac	1,000+
Montgomery College	1 location in Gaithersburg	750 - 999
OpenText	1 location in Gaithersburg	750 - 999
Safeway	2 locations in Rockville	1,000+
Shady Grove Adventist Hospital	1 location in Gaithersburg	1,000+
Silver Diner	1 location in Gaithersburg	1,000+
Target	1 location in Gaithersburg	750 - 999
USSI, Inc.	1 location in Rockville	1,000+

Note: Excludes federal, state, and local governments.
Sources: Maryland Department of Labor, https://www.dllr.state.md.us/lmi/emplists/montgomery.shtml, accessed June 2021

Guiding the Future of the MD 355/I–270 Corridor (2008), describes the I-270 corridor in Montgomery County as an internationally recognized biotechnology industry cluster. This industry cluster has key institutions in the CEA Analysis Area, including several major employers listed in **Table 3-4**. Per the Maryland Department of Commerce *Maryland BioHealth Directory*, at least 64 other biotechnology companies are located in the CEA Analysis Area.

The federal government industry cluster is also represented in the CEA Analysis Area by the following key institutions: National Institute of Standards and Technology (NIST); National Institutes of Health (NIH); Naval Surface Warfare Center; and the US Internal Revenue Service (IRS).

B. Commuting Characteristics[10]

American Community Survey (ACS) Five-Year Estimates (2015–2019) were reviewed to obtain information on the means of transportation to work. This data for the CEA Analysis Area is summarized in **Table 3-5**. Of the geographies displayed in **Table 3-5**, Maryland represents the largest proportion of commuters who drive alone (74 percent) to and from work, while the CEA Analysis Area and Montgomery County represent the smallest proportions of commuters who drive alone to and from work (66 and 65 percent, respectively).

[10] *Data collection for the American Community Survey Five-Year Estimates (2015-2019) precedes and therefore does not account for the effects of the COVID-19 global pandemic, including the increase in employees working from home. For MDOT SHA's statement on the COVID-19 global pandemic and the I-495 and I-270 Managed Lanes Study, see* **FEIS, Chapter 4**.

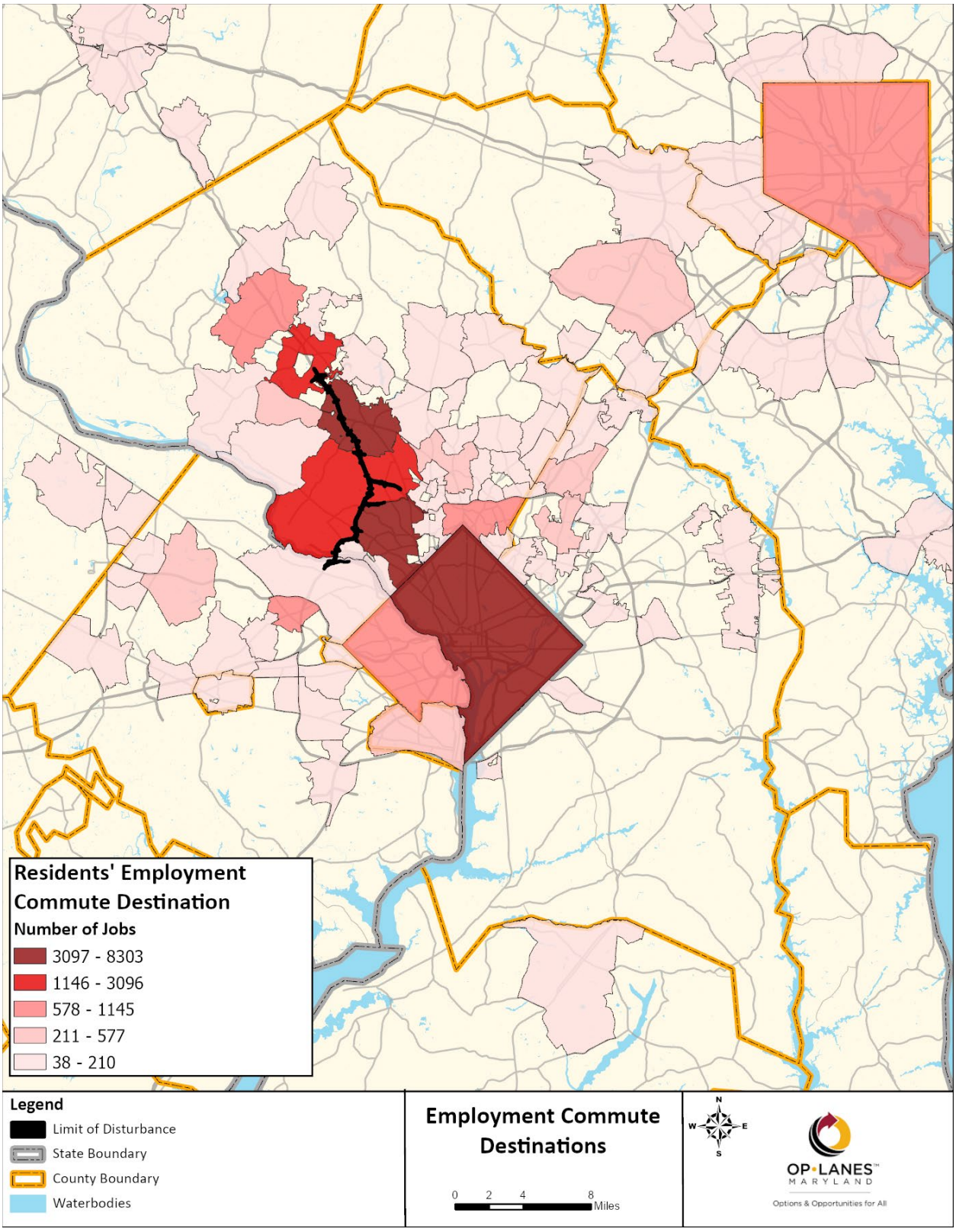
Table 3-5: Means of Transportation to Work

Geographic Unit	Car, Truck, Van, or Motorcycle: Drove Alone	Car, Truck, Van: Carpooled	Public Transportation*	Bicycle, Walked, or Other Means	Worked at Home
Fairfax County, Virginia	71%	10%	10%	3%	7%
Montgomery County, Maryland	65%	10%	15%	4%	6%
Maryland	74%	9%	9%	3%	5%
CEA Analysis Area	**66%**	**8%**	**14%**	**4%**	**9%**

** Includes bus, trolley bus, streetcar, trolley car, subway, railroad, ferryboat, and taxicab.*
Source: American Community Survey Five-Year Estimates (2015-2019)

Longitudinal Employer-Household Dynamics (LEHD) data from the US Census Bureau was collected to describe where CEA Analysis Area commuters traveled to and from for work. LEHD data is used to characterize workforce dynamics for specific geographic locations. One of these data products, LEHD Origin-Destination Employment Statistics (LODES), provides details on home and employment destinations for residents and workers at the block group-level (US Census Bureau Center for Economic Studies, 2018). LODES data from 2018, the most recent year available, was used to identify the home and employment destinations to which residents and workers in the CEA Analysis Area commute. The top 100 employment destinations for workers living in the CEA Analysis Area is shown in **Figure 3-10** and the associated top 30 employment destinations for workers living in the CEA Analysis Area are listed in **Table 3-6**. The top 100 home destinations for workers employed in the CEA Analysis Area is shown **Figure 3-11** and the associated top 30 home destinations for workers employed in the CEA Analysis Area are listed in **Table 3-7**.

Figure 3-10: CEA Analysis Area Residents' Top 100 Employment Destinations



Source: US Census Bureau, Center for Economic Studies, OnTheMap (https://onthemap.ces.census.gov)

Table 3-6: Top 30 Employment Destinations for Workers Who Live in the CEA Analysis Area

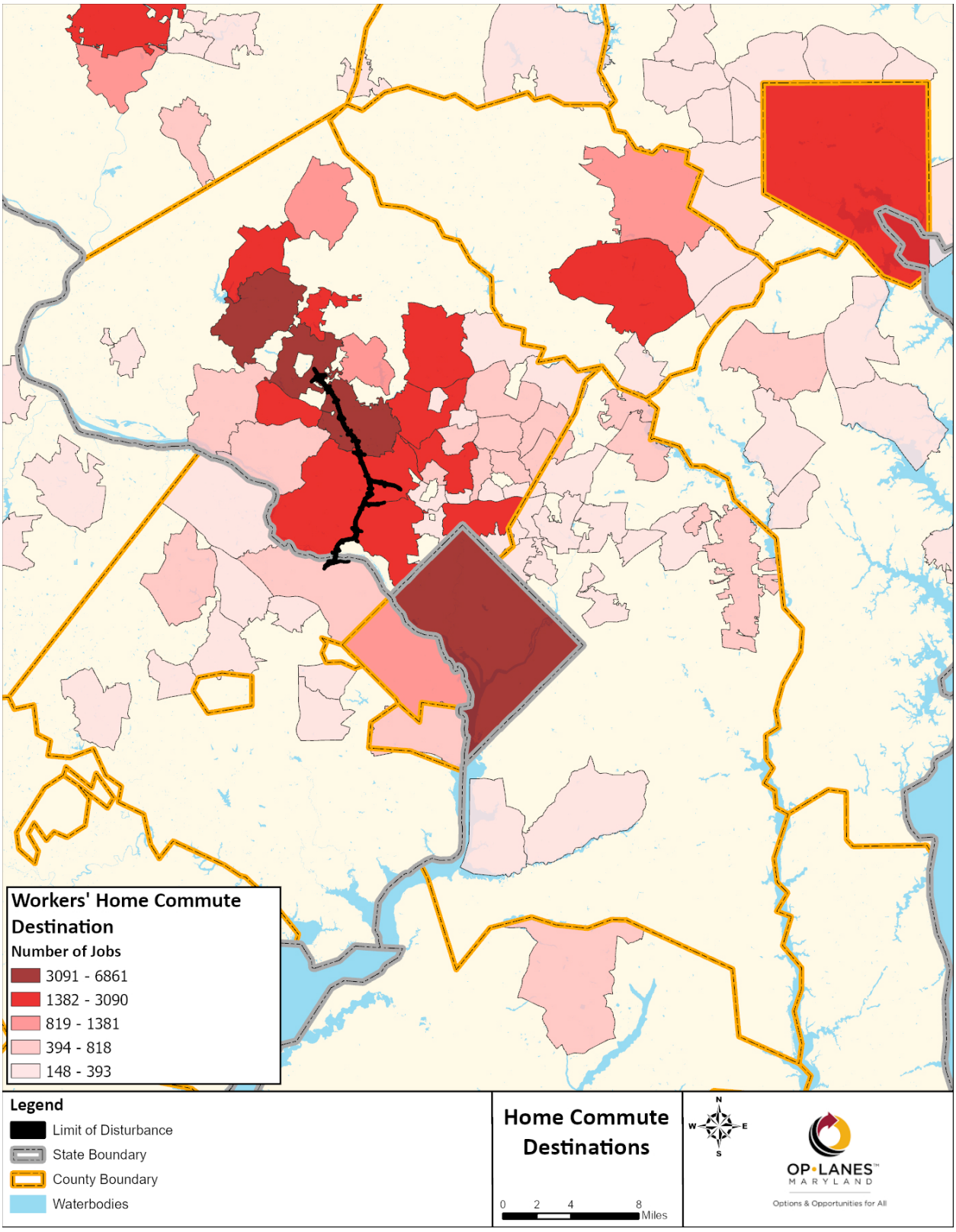
Employment Destination	Number of Worker-Jobs	Share	Employment Destination	Number of Worker-Jobs	Share
Washington, DC	8,250	17.9%	Wheaton CDP, MD	289	0.6%
Rockville, MD	4,638	10.1%	North Potomac CDP, MD	282	0.6%
Bethesda CDP, MD	4,399	9.5%	Beltsville CDP, MD	258	0.6%
North Bethesda CDP, MD	3,162	6.9%	Frederick, MD	250	0.5%
Gaithersburg city, MD	2,329	5.1%	Chantilly CDP, VA	196	0.4%
Potomac CDP, MD	2,172	4.7%	Aspen Hill CDP, MD	184	0.4%
Tysons CDP, VA	1,113	2.4%	Olney CDP, MD	172	0.4%
Arlington CDP, VA	1,058	2.3%	Greenbelt , MD	168	0.4%
Germantown CDP, MD	799	1.7%	McLean CDP, VA	168	0.4%
Silver Spring CDP, MD	790	1.7%	Montgomery Village CDP, MD	163	0.4%
Baltimore , MD	787	1.7%	Calverton CDP, MD	161	0.3%
Columbia CDP, MD	537	1.2%	Chillum CDP, MD	161	0.3%
College Park, MD	524	1.1%	Takoma Park, MD	158	0.3%
Alexandria, VA	463	1.0%	Towson CDP, MD	156	0.3%
Reston CDP, VA	462	1.0%	Friendship Heights Village CDP, MD	155	0.3%

Source: US Census Bureau, Center for Economic Studies, OnTheMap (https://onthemap.ces.census.gov)
Note: CDP *stands for* Census-Designated Place

As shown in **Figure 3-10** and summarized in **Table 3-6**, the primary employment destinations for workers living in the CEA Analysis Area are densely clustered around I-495 and I-270. Of the 46,114 employed residents living in the CEA Analysis Area[11], the largest share (18 percent) commute to work in Washington, DC. CDPs and municipalities within the CEA Analysis Area account for the next-largest shares of employment destinations after Washington, DC: approximately 37 percent of the employed residents commute to CDPs and municipalities within the CEA Analysis Area. The size of the shares associated with the employment destinations indicate that the dense urban core of Washington, DC and the communities outside of DC and along I-270 are the central location of employment opportunities for those living in the CEA Analysis Area and the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area.

[11] The number of employed residents in the CEA Analysis Area based on LEHD Origin-Destination Employment Statistics (LODES) data is different from the number of persons over 16 years-of-age who are employed in the civilian sector based on American Community Survey Five-Year Estimates (2015-2019) data. Numbers from both ACS and LODES are derived from separate US Census Bureau programs and are valid in the various contexts of this Technical Report.

Figure 3-11: CEA Analysis Area Workers' Top 100 Home Destinations



Source: US Census Bureau, Center for Economic Studies, OnTheMap (https://onthemap.ces.census.gov)

Table 3-7: Top 30 Home Destinations for Workers Employed in the CEA Analysis Area

Home Destination	Number of Worker-Jobs	Share	Home Destination	Number of Worker-Jobs	Share
Germantown CDP, MD	6,932	6.0%	Columbia CDP, MD	1,781	1.5%
Gaithersburg city, MD	5,074	4.4%	Clarksburg CDP, MD	1,455	1.3%
Washington city, DC	4,997	4.3%	Arlington CDP, VA	1,426	1.2%
Rockville city, MD	4,532	3.9%	Redland CDP, MD	1,268	1.1%
North Bethesda CDP, MD	3,146	2.7%	Damascus CDP, MD	1,099	0.9%
Potomac CDP, MD	2,774	2.4%	Ellicott City CDP, MD	1,085	0.9%
Bethesda CDP, MD	2,623	2.3%	Fairland CDP, MD	904	0.8%
Aspen Hill CDP, MD	2,443	2.1%	Travilah CDP, MD	856	0.7%
Silver Spring CDP, MD	2,308	2.0%	Ballenger Creek CDP, MD	805	0.7%
Montgomery Village CDP, MD	2,165	1.9%	Urbana CDP, MD	730	0.6%
Olney CDP, MD	2,140	1.8%	Bowie city, MD	705	0.6%
North Potomac CDP, MD	2,073	1.8%	Glenmont CDP, MD	615	0.5%
Wheaton CDP, MD	1,902	1.6%	Cloverly CDP, MD	599	0.5%
Frederick city, MD	1,901	1.6%	Laurel city, MD	590	0.5%
Baltimore city, MD	1,879	1.6%	South Laurel CDP, MD	582	0.5%

Source: US Census Bureau, Center for Economic Studies, OnTheMap (onthemap.ces.census.gov)
Note: CDP *stands for* Census-Designated Place

As shown in **Figure 3-11** and summarized in **Table 3-7**, the primary home destinations for workers employed in the CEA Analysis Area are also clustered around I-495 and I-270, although less densely than the employment destinations. Each of these top destinations is located within or adjacent to the study corridors and are likely accessed using I-495 and I-270. Of the 115,841 workers employed in the CEA Analysis Area,[12] the largest share (six percent) commute home to Germantown. CDPs and municipalities within the CEA Analysis Area account for the next-largest shares of home destinations after Germantown: approximately 16 percent of the workers commute home to CDPs and municipalities within the CEA Analysis Area. The smaller shares associated with each home destination indicate that, in general, workers live in more decentralized locations throughout the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area.

C. Tax Base

Real and Personal Property Tax is the largest single source of revenue for county governments within the CEA Analysis Area. The tax rates for Fairfax and Montgomery Counties are summarized below in **Table 3-8**. Fairfax County acquires 79.2 percent of its revenue through real estate and personal property tax and Montgomery County acquires 46.3 percent of its revenue through property tax.

[12] See footnote #10.

Table 3-8: Local Property Tax Rates and Revenue

CEA Analysis Area Locality	FY 2020 Real Property Tax Rates (per $100 assessed value)	FY 2020 County Property (Real and Personal) Tax Revenues ($ Million)
Fairfax County	$1.1500	$3,531
Montgomery County	$0.9786	$1,836.8

Source: Fairfax County, VA FY 2020 Fairfax County Adopted Budget Plan (Overview) and Maryland Association of Counties, FY 2020 Report of County Budgets, Tax Rates & Selected Statistics.

3.3.2 Environmental Consequences

Potential economic, employment, and commuting characteristic impacts from the No Build and Preferred Alternative would include impacts to the local and regional economy and tax revenue impacts. Potential impacts from the No Build and Preferred Alternative to the CEA Analysis Area are described quantitatively and qualitatively. For indirect and cumulative impacts from the Preferred Alternative on employment and other socioeconomic resources, see the *Final Indirect and Cumulative Effects Technical Report* **(FEIS, Appendix Q)**.

A. The No Build Alternative

Routine roadway maintenance activities related to the No Build Alternative would not directly result in right-of-way acquisitions or relocations to businesses or employment centers or access to area businesses or employment.

However, the No Build Alternative would not address existing or future congestion issues. Future traffic projections identify increased congestion within the CEA Analysis Area. Increased traffic congestion would lead to longer commuting times for individuals who use the I-495 and I-270 corridors, as documented in the *Final Traffic Technical Report* **(FEIS, Appendix A)**. Travel demand will continue to increase, exceeding the current capacity of the roadways. This would result in longer peak travel periods and/or additional volume on nearby roads as drivers attempt to avoid congestion. Increased traffic congestion may also result in a slight increase in the number of people who choose alternative means to commute to work other than driving alone.

The ability to move freight, services and commuting employees through the study corridors will increasingly depend on the performance of the existing travel lanes on I-495 and I-270. According to MDOT SHA estimates, the total congestion cost to users in the National Capital Region has exceeded all other regions in the state of Maryland. The No Build Alternative would have a negative effect on the regional economy. Increased traffic congestion would inhibit inter-community travel, including access to local businesses. It could also delay the delivery of goods to and from these businesses. Decreased mobility within the regional network would not support the planned economic growth in the region; as a result, a decrease in the rate of new business development would be expected. This would also affect existing businesses, as increased traffic and congestion would inconvenience potential customers, limiting the geographic base of individual businesses. Congestion expected under the No Build Alternative would also make product and supply delivery less predictable. While the No Build Alternative would have no direct effect on the existing tax base over the short-term because there would be no right-of-way

acquisitions or relocations, the negative effect on commuting and the regional economy could result in a diminished tax base if such businesses relocated to areas outside of the CEA Analysis Area.

B. Preferred Alternative

The Preferred Alternative does not result in any full acquisitions or residential or business displacements. There would be no impact to the distribution of worker occupation, or major employers within the CEA Analysis Area as a result of the Preferred Alternative.

The improvements proposed under the Preferred Alternative would help address increasing congestion, thereby maintaining mobility throughout the region. By providing additional roadway capacity through managed lanes, I-495 and I-270 would accommodate increases in traffic that are expected to occur in the region. This added capacity would mitigate longer peak travel periods that would be expected under the No Build Alternative. The added mobility would help support economic growth by maintaining the ability for residents and through travelers to access and patronize local businesses. The maintained function of I-495 and I-270, option of travel choice, and enhanced trip reliability would support the planned economic growth in the region. Managed lanes would maintain congestion-free conditions, thereby increasing one- or two-lane traffic flow predictability. Reliable travel times create advantages for all users, including long-range fleets and commercial "just in time" freight delivery services.

The Preferred Alternative would not remove or relocate of any access points to I-495 or I-270; therefore, commercial trip patterns would likely not be affected. However, by maintaining regional mobility, the Preferred Alternative would support planned residential, commercial, and industrial development in the CEA Analysis Area.

The drivers that use I-495 and I-270 within the Phase 1 South limits are important to the tax base for the CEA Analysis Area. Revenue is generated through sales and use tax, commercial property tax, and income tax on residents. There are areas available for development and redevelopment throughout the CEA Analysis Area. It is anticipated that increased capacity, enhanced trip reliability, additional roadway choices, and the improved movement of goods and services would foster infill development in designated growth areas, consistent with the master plans of the affected communities.

It is expected that future tax revenue generated from the projected development and redevelopment growth in the CEA Analysis Area would outweigh the minimal reduction in tax base by the assumed project-related relocations.

3.3.3 Mitigation

Because benefits to the economy, employment, regional commutes, and tax base would occur under the Preferred Alternative, no mitigation is required. Ongoing coordination with area businesses during construction would occur to prevent or minimize both short- and long-term disruptions.

A separate initiative under MDOT's I-495 & I-270 Public-Private Partnership (P3) Program, Opportunity MDOT[13] has developed a strategy for workforce development to ensure that P3 Program strengthens economic development and opportunities for small businesses and individuals.

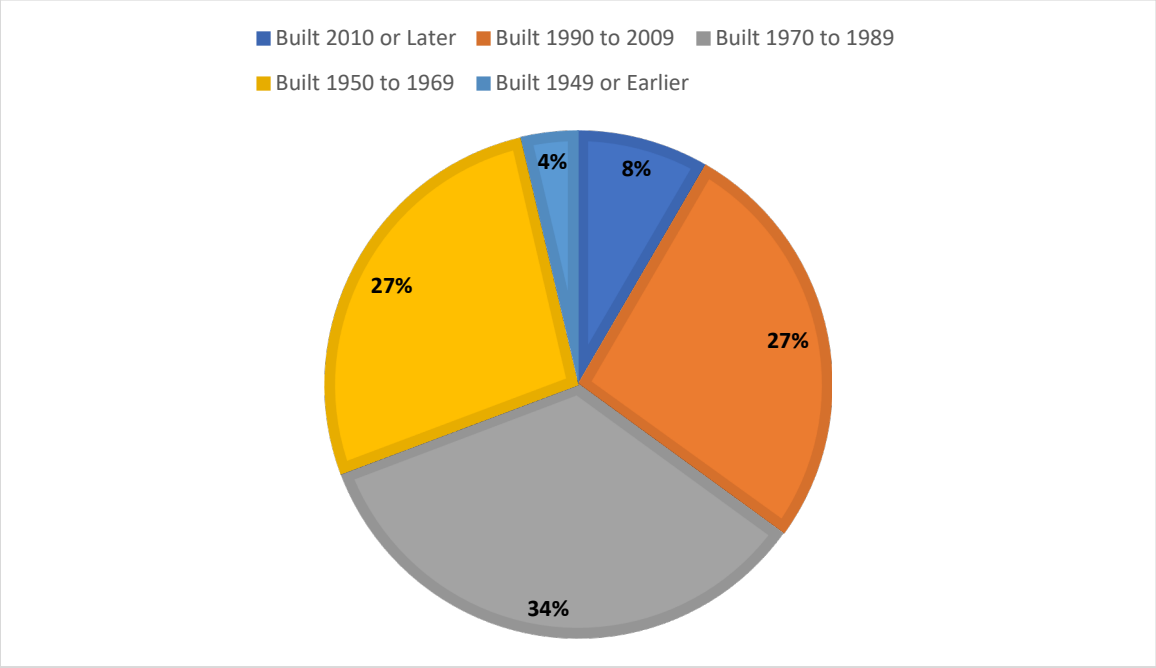
[13] See https://oplanesmd.com/opportunity-mdot/.

3.4 Housing

3.4.1 Existing Conditions

The CEA Analysis Area contains 40,953 occupied housing units, plus an additional 1,791 unoccupied housing units (US Census, ACS Five-Year Estimates, 2015-2019). As shown in **Figure 3-12**, most of the housing stock in the CEA Analysis Area was between three to seven decades old. Of the total 42,744 housing units, 27 percent were built from 1950 to 1969, and 34 percent were built from 1970 to 1989. Thirty-five percent of the housing units were built after 1990, and four percent of the housing units were built in 1949 or earlier. The proliferation of housing in the CEA Analysis Area built between 1950 and 1989 reflects the suburbanization of metropolitan areas that was occurring throughout the United States during this time.

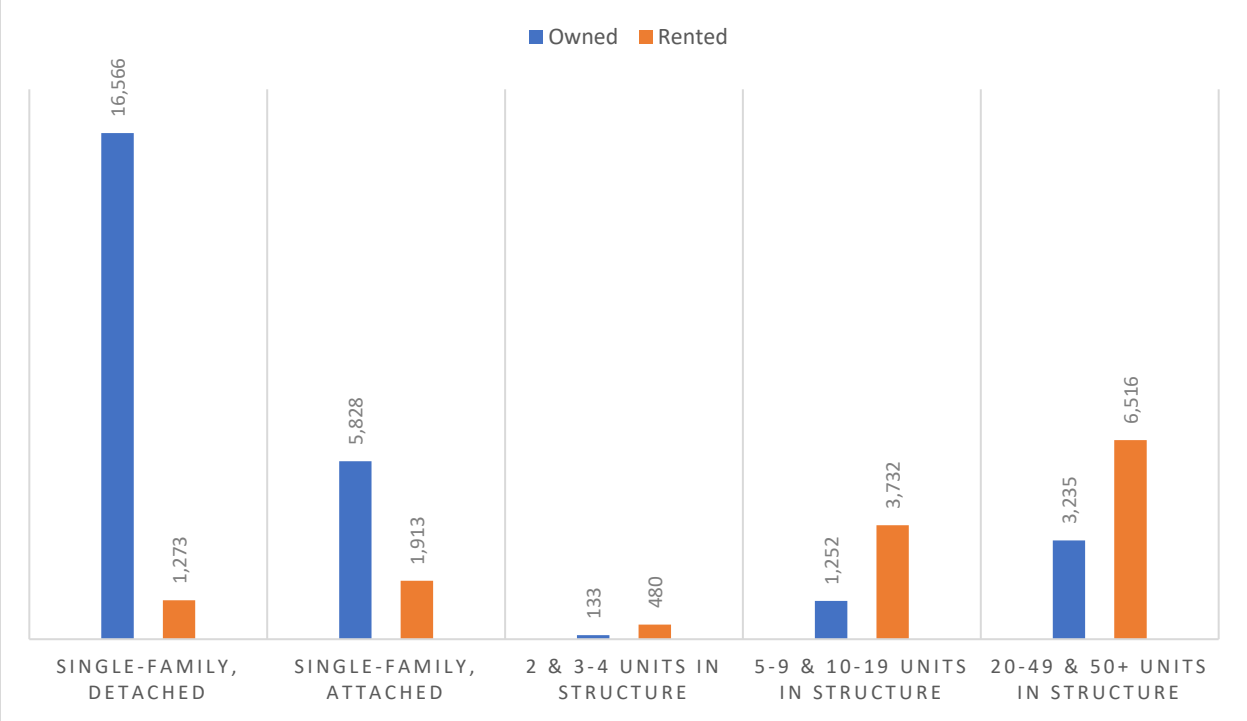
Figure 3-12: CEA Analysis Area Housing Unit Build Year



Source: 2015–2019 American Community Survey 5–Year Estimates

The CEA Analysis Area contains various types of housing structures, the composition and tenure of which is shown in **Figure 3-13**. Occupied housing units in the CEA Analysis Area were 69 percent owner-occupied and 31 percent renter-occupied.

Figure 3-13: CEA Analysis Area Housing Type by Tenure



Source: 2015–2019 American Community Survey 5–Year Estimates

Detached single-family houses make up 44 percent, the largest portion, of the housing structure types in the CEA Analysis Area. Small and medium-sized apartment and condominium complexes with between five and 19 housing units collectively make up 12 percent of the CEA Analysis Area housing structure types. Single-family attached housing structures, such as rowhouses or townhouses make up 19 percent, and large apartment and condominium complexes, with 20 to more than 50 individual housing units comprise 24 percent. Houses subdivided into two, three, and four individual housing units make up one percent of the CEA Analysis Area housing structure types. While not shown in **Figure 3-13**, there are also 28 owned and 17 rented mobile home, boat, RV, or van housing units in the CEA Analysis Area; these comprise less than one percent of the housing structures.

The HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, and Fairfax County Redevelopment and Housing Authority were consulted to locate housing complexes with subsidized units generally referred to as *low-income subsidized housing* within the CEA Analysis Area. With funding from federal, state, and local resources, 21 housing complexes in the CEA Analysis Area rent units at below-market rates for qualifying households. Low-income subsidized housing complexes primarily include multifamily apartment complexes. Additionally, Fairfax and Montgomery Counties administer rental housing vouchers for low-income households through various federal, state, and local affordable housing subsidy programs, including the federal Housing Choice Voucher (HCV) Program. Low-income households with housing vouchers live in market-rate and below-market-rate housing units throughout the CEA Analysis Area. Low-income subsidized housing complexes identified with the CEA Analysis Area are listed in **Section 5.4.4E**.

3.4.2 Environmental Consequences

Impacts to housing were assessed in terms of effects the quantity, age, type, or tenure of CEA Analysis Area housing stock. The potential for impacts to housing to affect accessibility, community character, sense of place, cohesion, and isolation on the seven CEA Analysis Area Communities are evaluated **Chapter 4** and **Appendix D**. For indirect and cumulative impacts from the Preferred Alternative on housing patterns, see the *Final Indirect and Cumulative Effects Technical Report* **(FEIS, Appendix Q)**.

A. The No Build Alternative

The No Build Alternative would not require residential relocations or right-of-way acquisition and would not affect the quantity, age, type, or tenure of CEA Analysis Area housing stock.

B. Preferred Alternative

Because the Preferred Alternative would not require residential relocations, no impacts to the quantity, age, type, or tenure of CEA Analysis Area housing stock would occur under the Preferred Alternative.

3.4.3 Mitigation

Because no impacts would occur to housing in the CEA Analysis Area, no mitigation is required.

3.5 Community Facilities[14]

3.5.1 Existing Conditions

Public and private community facilities within the CEA Analysis Area provide services to residents and businesses in the surrounding communities. Community facilities documented here fall into eight categories[15]:

- Educational Facilities
- Places of Worship
- Cemeteries[16]
- Health Care Facilities
- Public Parks and Parks with Historic Properties (Section 4(f) Properties)
- Recreation Centers
- Emergency Services, Law Enforcement, and Correctional Facilities
- Transportation
- Public Utilities
- Other, including libraries and post offices

[14] Impacts to CEA Analysis Area Communities are described in **Section 4** and **Appendix D**.

[15] Public parks and public parks with historic properties referenced in this assessment of community facilities are impacted in the Preferred Alternative and are being evaluated in accordance with Section 4(f) of the US Department of Transportation Act of 1966. Details on Section 4(f) impacts can be found in **FEIS**, **Chapter 5.4** and **FEIS, Chapter 6**.

[16] Cemeteries referenced in this assessment of community facilities are considered historic properties impacted by the Preferred Alternative and are being evaluated in compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA). Details on historic cemeteries are found in **FEIS, Chapter 5.7**.

Community facilities within the CEA Analysis Area are briefly described below. The names and locations of community facilities are shown on mapping for each CEA Analysis Area Community, included in **Section 4** and **Appendix D**.

A. Educational Facilities

Within the CEA Analysis Area, 59 pre-kindergarten, primary and secondary schools, and childcare facilities were identified. Educational facilities are distributed across the CEA Analysis Area counties, with two schools in Fairfax County and 57 schools in Montgomery County. Educational facilities included four alternative and special education schools, 36 private/parochial schools, 16 public elementary and middle schools, and three public high schools.

One higher education facility is located within the CEA Analysis Area: the Johns Hopkins University, Montgomery County Campus in the Gaithersburg CEA Analysis Area Community.

B. Places of Worship

Within the CEA Analysis Area, 43 places of worship were identified, including three places of worship within Fairfax County and 40 in Montgomery County. Gibson Grove A.M.E Zion Church is significant for its association with the African American settlement of Gibson Grove that was founded in the 1880s by formerly enslaved people; the only remaining building associated with the community of Gibson Grove is the existing original church building. Details on this historic property are found in **FEIS, Chapter 5.7**.

C. Cemeteries

Morningstar Tabernacle No. 88 Moses Hall and Cemetery, the site of a late nineteenth-century African American benevolent society, is located within the Cabin John CEA Analysis Area Community and is being evaluated under Section 106 of the National Historic Preservation Act of 1966 (NHPA). The cemetery was closely associated with the Gibson Grove A.M.E. Zion Church. The Montgomery County Poor Farm Cemetery, which was associated with the Montgomery County Almshouse, is located within the Rockville CEA Analysis Area and is also being evaluated under Section 106 of the NHPA. Details on these historic cemeteries are found in **FEIS, Chapter 5.7**.

D. Health Care

Six healthcare facilities were identified within the CEA Analysis Area: Adventist Healthcare Shady Grove Medical Center, Adventist Behavioral Health and Wellness, Adventist Rehabilitation Hospital of Maryland, Shady Grove Medical Center- Kaiser Permanente, Family Medicine Shady Grove, and Sterling Care Rockville Nursing.

E. Emergency Services, Law Enforcement, and Correctional Facilities

Within the CEA Analysis Area three fire stations and one police station were identified: Bethesda Fire Department Station 26, Cabin John Park Volunteer Fire Department Stations 10 and 30, Maryland State Police Barrack N- Rockville. These facilities serve the respective municipalities in which they're located. Additionally, the Montgomery County Detention Center is located within the CEA Analysis Area. All fire and police stations within Fairfax County are located outside of the CEA Analysis Area.

F. Public Parks and Public Parks with Historic Properties (Section 4(f) Properties)

Public parks and public parks with historic properties within the LOD of the Preferred Alternative were reviewed in support of the FEIS and the Section 4(f) Evaluation in **FEIS, Chapter 6**. Detailed information regarding public parks and public parks with historic properties and potential impacts are addressed in the *Final Section 4(f) Evaluation* (**FEIS, Appendix G**). Refer to the Community Profiles in **Appendix D** for a list of 25 Section 4(f) parks and parks with historic properties within each CEA Analysis Area Community.

G. Recreation Centers

Existing recreation centers within the CEA Analysis Area include the following: Activity Center at Bohrer Park, Casey Community Center, Clara Barton Recreation Center, Gaithersburg Miniature Golf Course, Gaithersburg Skate Park, North Bethesda Community Center (Planned), Our Lady of Bethesda Retreat Center, Rockville Senior Center, and Thomas Farm Community Center.

H. Transportation Facilities

The CEA Analysis Area is served regionally by a network of freeways and major highways, primarily under the jurisdiction of MDOT SHA and VDOT. A network of arterial and residential routes accommodates the movement of residents, goods, and services. Most of these routes are under the jurisdiction of Fairfax County Department of Transportation (DOT) and Montgomery County DOT. Additionally, some of the incorporated areas have jurisdiction over municipal routes within the CEA Analysis Area.

Regional and local public transportation and transit services, including railways and buses serve the CEA Analysis Area. Regional transit service is provided by the Maryland Area Regional Commuter (MARC) and the Washington Metropolitan Area Transit Authority (WMATA) as shown in **Figure 3-14**. MARC train service is an integral component of Maryland's transportation system, with nearly 190 miles of rail across three lines: Penn, Camden, and Brunswick. None of these lines intersect the CEA Analysis Area. WMATA operates rapid transit Metrorail service in DC, northern Virginia, and Montgomery and Prince George's Counties in Maryland. The CEA Analysis Area is intersected by the Red line, which is one of six total Metrorail lines. There are no MARC and Metrorail Stations within the CEA Analysis Area. No Park & Ride facilities were identified within the CEA Analysis Area.

Local transportation is also provided by way of a network of interconnected bike lanes, paved and natural surface trails, sharrows[17], and on-road routes. Local bus service within the CEA Analysis Area is provided by WMATA fixed-route bus service (Metrobus) and paratransit service (MetroAccess), as well as Montgomery County's Ride On service. Currently no local bus service is provided within the Fairfax County portion of the CEA Analysis Area. While many of these services have routes that cross either I-495 or I-270, only Ride On routes use either of these corridors. Ride On route 70 uses I-270 between I-370 and I-495 (at the I-270 eastern leg). The Maryland Transit Administration (MTA) operates four Commuter Bus Lines within the CEA Analysis Area.

[17] Shared roadways are open to both bicycle and vehicular travel, but do not contain assigned space for each, such as a dedicated bike lane. Sharrows, or shared lane markings, are used to provide guidance for bicyclists and drivers, allowing them to share the same lane. Source: MDOT, "What is a Bikeway," https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=89.

One heliport at Adventist Healthcare Shady Grove Medical Center (Rockville, MD) was identified in the CEA Analysis Area.

I. Public Utilities

Public water and sewer services in the Virginia portion of the CEA Analysis Area are supplied by the Fairfax County Water Authority. The Occoquan Reservoir and the Potomac River are the two major sources for all water processed by the Fairfax County Water Authority for the Virginia portion of the CEA Analysis Area, which is in the Blue Plains Treatment Area.

Within the Maryland portion of the CEA Analysis Area public water and sewer services are supplied by the Washington Suburban Sanitary Commission (WSSC). The Patuxent River and the Potomac River are the sources for all processed water supplied by the WSSC to Montgomery County. Water from the Patuxent River is held in two reservoirs, Tridelphia and Rocky Gorge, and is pumped to the Patuxent Water Filtration Plant (WFP) located in Laurel where it is treated. The Potomac WFP is in Potomac and extracts water from the Potomac River. No filtration plants are located within the CEA Analysis Area.

Two wastewater treatment plants serve the CEA Analysis Area. The Piscataway Plant, located in Accokeek, Maryland is operated by the WSSC. The Blue Plains Plant located in southwest DC is managed by the DC Water and Sewer Authority. Neither plant is located within the CEA Analysis Area.

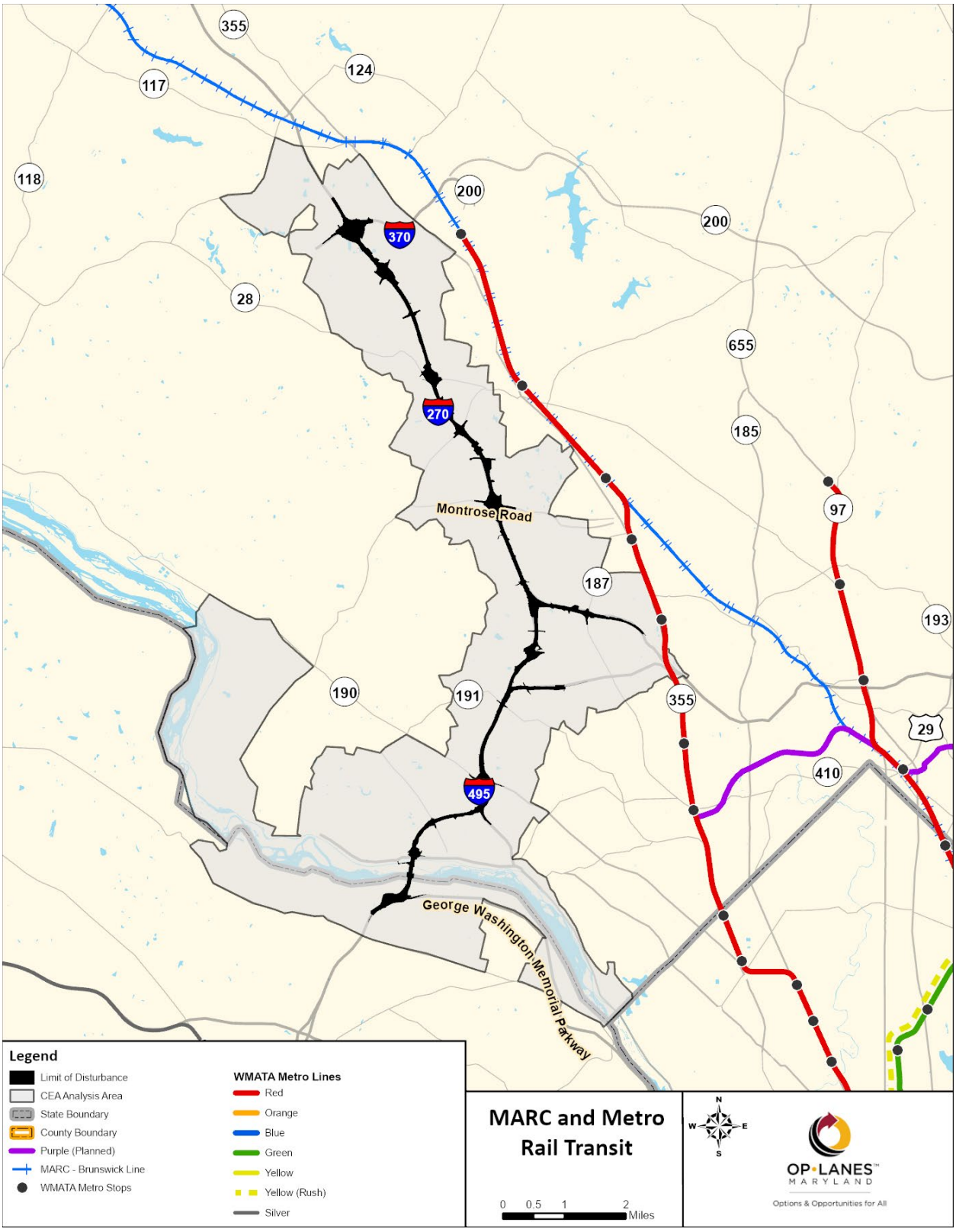
Electricity service and natural gas services in the Virginia portion of the CEA Analysis Area are provided primarily by Dominion Virginia Power and Washington Gas, respectively. Phone and cable services are provided primarily by Comcast, Cox of Northern Virginia, and Verizon. In the Maryland portion of the CEA Analysis Area, electricity and natural gas services are provided primarily by Baltimore Gas & Electric (BGE), Potomac Electric Power Company (PEPCO), Washington Gas, and FirstEnergy/Potomac Edison. Phone and cable services are provided primarily by Comcast, Verizon, and RCN.

J. Public Libraries and Post Offices

Fairfax and Montgomery Counties operate separate public library systems with individual branch locations providing service and accessibility to communities throughout the CEA Analysis Area. Within the CEA Analysis Area there is one branch of the Montgomery County public library system, the Davis branch. No branch locations for the Fairfax County Public Library system were identified within the CEA Analysis Area.

The US Postal Service operates four post office locations within the Maryland portion of the CEA Analysis Area. No post offices were identified within the Fairfax County portion of the CEA Analysis Area.

Figure 3-14: MARC and Metrorail Transit within the CEA Analysis Area



3.5.2 Environmental Consequences

Impacts to community facilities and services were assessed in terms of potential impact to the properties of individual facilities throughout the CEA Analysis Area. Potential impacts include partial property acquisitions for right-of-way, changes in access to the facilities, changes to viewsheds and visual impacts, and increased noise. Potential impacts also include changes in traffic volumes and patterns that could affect ease of access, the service provided by the facility, or response times.

A. The No Build Alternative

The No Build Alternative would not result in any study-related construction and would therefore not directly impact community facilities within the CEA Analysis Area. However, under the No Build condition traffic congestion is anticipated to increase within the CEA Analysis Area, which would result in increased travel times along the study corridors. The No Build Alternative would result in increased response times for emergency services and travel times to other community facilities, especially during peak travel periods. Additionally, the No Build Alternative would not draw traffic off the local network and would not result in reduced delay on the surrounding local roadways.

B. Preferred Alternative

The Preferred Alternative is projected to reduce traffic on local roads by three and a half percent. This could result in improved response times for emergency services and travel times to other community facilities, especially during peak travel periods.

The Preferred Alternative would require partial acquisitions from the properties of one correctional facility, two healthcare facilities, four places of worship, one recreation center, two schools, and one historic cemetery identified in **Table 3-9**. These partial acquisitions will not affect access; will not impact buildings, amenities, or facilities on the properties; and will not cause any permanent or temporary closures of the community facilities. The Preferred Alternative would also impact 20 Section 4(f) resources, including 13 public parks and public parks with historic properties on a permanent and temporary basis. No permanent impacts to access, recreational amenities, or facilities will occur. Impacts to Section 4(f) properties are detailed in **FEIS, Chapter 6** and **FEIS, Appendix G**. Because the boundaries of the Montgomery County Poor Farm Cemetery are poorly understood and no marked graves remain, quantifiable impacts were not calculated at this time. The existing building of Gibson Grove A.M.E. Zion Church will not be impacted, but the property would be adversely affected by the construction of the Preferred Alternative. Details on historic cemeteries and historic properties are found in **FEIS, Chapter 5.7**.

Table 3-9: Impacts to Community Facility Properties from the Preferred Alternative

CEA Analysis Area Community	CEA Analysis Area Block Group	Community Facilities	Property Acquisition (acres)		
			Total	***Perm.***	***Temp.***
Rockville	7007.18 - 2	Shady Grove Medical Center, Kaiser Permanente	**0.5**	*0.5*	—
	7010.01 - 2	Montgomery County Poor Farm Cemetery	Unknown		
	7010.02 - 1	Montgomery County Detention Center	**3.7**	*3.7*	*0.1*

	7010.04 - 2	Rockville Senior Center	**1.1**	*1.0*	*0.1*
	7010.05 - 1	First Baptist Church*	**0.4**	*0.4*	—
		First Christ Church of Scientist	**<0.1**	*<0.1*	*<0.1*
		Rockville Christian Church*	**0.5**	*0.5*	—
		Sterling Care Rockville Nursing	**0.9**	*0.9*	—
		Julius West Middle School*	**0.6**	*0.6*	—
Potomac	7060.09 - 3	Carderock Springs Elementary School	**0.2**	*0.2*	*0.1*
		Gibson Grove A.M.E. Zion Church	**0.1**	*0.1*	—

Note: "—" indicates zero property impacts. All community facility property impacts are partial acquisitions. No property displacements would occur under the Preferred Alternative. The total acreage may not equal the sum of the permanent and temporary impacts due to rounding.

** Community facility property impact extends into block group 7010.06 – 2, also in the Rockville CEA Analysis Area Community.*

The Preferred Alternative would not eliminate existing access or provide new access to impacted community facility properties, as none of these properties are currently accessed directly from I-495 or I-270.[18] No permanent impacts to the operation of community facilities would occur. Changes to viewsheds from and noise levels at community facility properties would occur due to the construction and operation of the Preferred Alternative.

Impacts to services that support the communities within the study area, including transit and utilities, will continue to be coordinated in final design. Impacts to these services are anticipated to be minor to negligible. Existing bus transit services that utilize I-495 and I-270 would be permitted to use managed lanes implemented under the Preferred Alternative; as a result of this use, transit services would benefit from reduced travel times and enhanced reliability.

Minor utility relocations will occur and would be coordinated with the appropriate service providers during construction to ensure there is minimal disruption to utility customers.

3.5.3 Mitigation

Mitigation measures to lessen the visual impact of the improvements have been considered as appropriate. The design of all highway elements would follow aesthetic and landscaping guidelines and would be visually consistent with the existing highway setting. The aesthetic and landscaping guidelines would be developed by the Developer in consultation with local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and federal agencies.

Full property acquisitions have been avoided and other property impacts minimized through a series of engineering and design refinement approaches. As design of the LOD progressed, property impacts have been minimized where feasible. All affected private property owners would be compensated for the fair market value of the acquired portion of land and any damages to the remaining property and structures; this includes compensation for temporary use of land for the construction of the Preferred Alternative.

[18] This discussion of impacts to community facilities excludes detailed impacts to public parks and public parks with historic properties, which are described in **FEIS, Chapter 5.4.3**.

Mitigation for impacts to Section 4(f) properties, including public parks and public parks with historic properties, has been coordinated extensively with the Officials with Jurisdiction (OWJ) over the impacted park properties. The final mitigation commitments have been developed to include all possible planning to minimize harm. Refer to **FEIS, Chapter 6** and **FEIS, Appendix G** for additional details.

Noise abatement would be provided in all Noise Sensitive Areas where abatement has been found to be reasonable and feasible. Detail on noise impacts and abatement is provided in **FEIS, Chapter 5.9** and **FEIS, Appendix L**.

3.6 Property Acquisitions

Property acquisitions within the Preferred Alternative LOD for conversion to transportation right-of-way include only partial acquisitions with no full acquisitions. A partial acquisition is considered one that does not cause a business or residential relocation and has been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative LOD. A full property acquisition resulting in a relocation would be assumed where a principle building is located within 20 feet of the LOD. This methodology to determine where a full property acquisition would be required was developed in coordination with the MDOT SHA Office of Real Estate based on similar project experience and engineering judgment.

The Preferred Alternative LOD was determined from the proposed roadway typical section, interchange configuration, and roadside design elements. The proposed roadway typical section, roadside design features, and topography and terrain were used to determine the cut and fill lines required to construct the Preferred Alternative. Generally, the cut and fill lines were offset by an additional ten feet to create the LOD. For further details on the establishment of the LOD refer to the **FEIS, Chapter 3.1.2**. For details on the applicable federal and state regulations and methodology related to property acquisition, refer to the **FEIS, Chapter 5.5**.

3.6.1 Existing Conditions

Within the highly developed CEA Analysis Area well-established communities, parklands and open space, commercial, and industrial areas are traversed by state and local transportation rights-of-way. The existing I-495 right-of-way within the study corridor ranges in width between 150 and 300 feet, to accommodate a six- to eight-lane freeway (three to four lanes in each direction) plus auxiliary lanes in some locations. The I-495 median width varies from closed to approximately 36 feet wide with shoulders up to 12 feet in width along most of the roadway. The existing I-270 right-of-way from the I-495 split, north to I-370 varies between 250 and 300 feet. Where the I-270 east and west spurs intersect with I-495, I-270 carries a total of six lanes with the left lane of both directions used as a HOV lane during peak periods. North of the spurs, I-270 is a twelve-lane freeway with one high-occupancy vehicle (HOV) lane and five general purpose (GP) lanes in each direction. The median of I-270 is barrier-separated with full-width shoulders. Existing conditions are depicted as the No Build Alternative in **Figure 1-2.**

3.6.2 Environmental Consequences

A. The No Build Alternative

The No Build Alternative would not result in impacts to properties.

B. Preferred Alternative

The Preferred Alternative does not result in any full acquisitions or residential or business displacements.

The Preferred Alternative would impact 92.8 acres of right-of-way that is outside of the existing highway right-of-way (78.2 acres for permanent use and 14.7 acres for temporary use) primarily from properties adjacent to the existing I-495 and I-270 roadway alignments. This includes 30.2 acres of permanent and temporary impact to the 13 public parks and public parks with historic sites identified in **FEIS, Chapter 5, Table 5-5**. The number and types of properties impacted by the Preferred Alternative are shown in **Table 3-10**. The proposed right-of-way impacts would not eliminate existing access or provide new access to impacted properties, as none of these properties are currently accessed directly from I-495 or I-270.

Table 3-10: Summary of Right-of-Way Acquisitions and Impacts from the Preferred Alternative

Property Types	Number of Properties[1]
Residential Relocations	0
Residential Properties Impacted	255
Business Relocations	0
Business/Other Properties Impacted[2,3]	106
Total Number of Properties Impacted	361

[1] *The number of properties relocated or impacted is not broken out by permanent and temporary to avoid double-counting a property that is impacted for both permanent and temporary use. Only the total count is provided.*

[2] *Business/Other Properties Impacted is equal to the sum of impacted properties with non-residential zoning designations, including Commercial/Employment, Industrial, Mixed-use, Park/Open Space, Planned Unit/Planned Community, and Transportation.*

[3] *Includes the 13 impacted public parks and public parks with historic sites identified in **FEIS Chapter 5, Table 5-5**.*

The Preferred Alternative results in property impacts due to roadway widening to construct additional travel lanes, reconfiguration of interchange ramps, reconstruction of significant bridges and other structures, augmentation and extension of culverts, replacement or extension of existing noise barriers, construction of new noise barriers, and utility relocation that cannot be accommodated within existing highway right-of-way. Generally, the proposed property acquisition for right-of-way would include acquiring strips of land, or strip takes, from undeveloped areas or areas of trees and landscaping in yards that back to I-495 or I-270. Acquisition of larger areas would be needed for the accommodation of stormwater management (SWM) facilities or drainage improvements. The proposed SWM facilities are shown on the *Environmental Resource Mapping* **(FEIS, Appendix E)**.

A breakdown of partial property impacts along the study corridor is presented by areas between existing interchanges in **Table 3-11**. To provide localized context, property impacts are presented for 16 areas between existing interchanges; page references to the *Environmental Resource Mapping* **(FEIS, Appendix E)** are provided for each area. Each individual property acquisition identified will be evaluated further during final design.

Table 3-11: Property Impacts by Geographic Area

Geographic Area	Permanent	Temporary	Total[1,2]
Area 1: I-495 west side, south of George Washington Parkway (FEIS Appendix E, Map 1-2)			
Number of Existing Properties Impacted	—	—	**11**
Total Acreage of Partial Property Acquisitions	0.7	0.1	**0.8**
Area 2: I-495 west side, between George Washington Parkway and Clara Barton Parkway (FEIS Appendix E, Maps 2-5)			
Number of Existing Properties Impacted	—	—	**8**
Total Acreage of Partial Property Acquisitions	0.9	8.3	**9.3**
Area 3: I-495 west side, between Clara Barton Parkway and MD 190 (River Road) (FEIS Appendix E, Maps 5-10)			
Number of Existing Properties Impacted	—	—	**55**
Total Acreage of Partial Property Acquisitions	6.4	0.7	**7.1**
Area 4: I-495 west side, between MD 190 (River Road) and I-270 west spur (FEIS Appendix E, Maps 10-12)			
Number of Existing Properties Impacted	—	—	**68**
Total Acreage of Partial Property Acquisitions	8.7	0.5	**9.2**
Area 5: I-495 top side, between I-270 west spur and MD 187 (Old Georgetown Road) (FEIS Appendix E, Maps 12-14)			
Number of Existing Properties Impacted	—	—	**7**
Total Acreage of Partial Property Acquisitions	0.2	0	**0.2**
Area 6: I-495 top side, between MD 187 (Old Georgetown Road) and I-270 east spur – OUTSIDE LIMITS OF PREFERRED ALTERNATIVE – NO IMPACTS			
Number of Existing Properties Impacted	—	—	**0**
Total Acreage of Partial Property Acquisitions	0	0	**0**
Area 7: I-270 west spur, between I-495 and Democracy Boulevard (FEIS Appendix E, Maps 7,9)			
Number of Existing Properties Impacted	—	—	**4**
Total Acreage of Partial Property Acquisitions	1.5	0.7	**2.1**
Area 8: I-270 west spur, between Democracy Boulevard and Westlake Terrace (FEIS Appendix E, Maps 17-18)			
Number of Existing Properties Impacted	—	—	**3**
Total Acreage of Partial Property Acquisitions	1.3	<0.1	**1.3**
Area 9: I-270 east spur, between I-495 and MD 187 (Old Georgetown Road) (FEIS Appendix E, Maps 19-20)			
Number of Existing Properties Impacted	—	—	**4**
Total Acreage of Partial Property Acquisitions	1.2	0	**1.2**
Area 10: I-270 west and east spurs, between Y-split and Westlake Terrace and MD 187 (FEIS Appendix E, Maps 18, 20-22)			
Number of Existing Properties Impacted	—	—	**14**
Total Acreage of Partial Property Acquisitions	6.8	0.1	**6.9**
Area 11: I-270 mainline, between Y-split and Montrose Road (FEIS Appendix E, Maps 22-26)			
Number of Existing Properties Impacted	—	—	**63**
Total Acreage of Partial Property Acquisitions	15.7	1.2	**16.8**
Area 12: I-270 mainline, between Montrose Road and MD 189 (Falls Road) (FEIS Appendix E, Maps 25-29)			
Number of Existing Properties Impacted	—	—	**23**
Total Acreage of Partial Property Acquisitions	12.8	0.3	**13.2**
Area 13: I-270 mainline, between MD 189 (Falls Road) and MD 28 (W. Montgomery Ave.) (FEIS Appendix E, Maps 29-31)			
Number of Existing Properties Impacted	—	—	**45**
Total Acreage of Partial Property Acquisitions	7.8	0.3	**8.1**
Area 14: I-270 mainline, between MD 28 (W. Montgomery Ave.) and Shady Grove Road (FEIS Appendix E, Maps 31-34)			
Number of Existing Properties Impacted	—	—	**40**

Geographic Area	Permanent	Temporary	Total[1,2]
Total Acreage of Partial Property Acquisitions	8.8	2.4	**11.2**
Area 15: I-270 mainline, between Shady Grove Road and I-370 (FEIS Appendix E, Maps 34-38)			
Number of Existing Properties Impacted	—	—	**13**
Total Acreage of Partial Property Acquisitions	4.8	<0.1	**4.8**
Area 16: I-270 mainline, north of I-370 (FEIS Appendix E, Maps 36, 39)			
Number of Existing Properties Impacted	—	—	**3**
Total Acreage of Partial Property Acquisitions	0.6	<0.1	**0.6**
Phase 1 South - Total			
Number of Existing Properties Impacted	—	—	**361**
Total Right-of-way[3] (acres)	**78.2**	**14.6**	**92.8**

Note: [1] The number of properties impacted is not broken out by permanent and temporary to avoid double-counting a property that is impacted for both permanent and temporary use. Only the total count is provided.
[2] The total acreage may not equal the sum of the permanent and temporary impacts due to rounding.

The properties that would be impacted by the Preferred Alternative are dispersed throughout the seven CEA Analysis Area Communities along the study corridors within the CEA Analysis Area. The impacts of the partial property acquisitions on individual communities are evaluated in **Section 4** and **Appendix D**.

3.6.3 Mitigation

All affected private property owners would be compensated for the fair market value of the acquired portion of land and any damages to the remaining property and structures; this includes compensation for temporary use of land for the construction of the Preferred Alternative. Ongoing coordination with area businesses would occur to prevent or minimize both short- and long-term disruptions.

Property acquisition activities will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended and all applicable Maryland State laws that establish the process through which MDOT SHA may acquire real property through a negotiated purchase or through condemnation. The *Uniform Relocation Assistance and Real Property Acquisition Policies Act* is included in **Appendix E**.

Note that it is the policy of MDOT SHA to ensure compliance with the provisions of *Title VI of the Civil Rights Act of 1964,* and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, or physical or mental handicap in all MDOT SHA projects funded in whole or in part of FHWA. MDOT SHA will not discriminate in highway planning, highway design, highway construction, right-of-way acquisitions, or provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process to ensure that proper consideration may be given to the social, economic, and environmental effects of all highway projects.

4 COMMUNITY PROFILES AND CONSEQUENCES

4.1 CEA Analysis Area Communities

Section 3 of this technical report presents impacts to environmental resources for the entire CEA Analysis Area, which includes all 66 Census block groups within 0.25-mile of the LOD. To better localize the impacts, the 66 block groups were matched with the municipality or Census Designated Place (CDP) in which they were primarily located to define the individual CEA Analysis Area Communities. The Gaithersburg, Rockville, North Bethesda, Bethesda, Cabin John, Potomac, and McLean CEA Analysis Area Communities are shown in **Figure 2-1**. Detail on the delineation is also provided in **Section 2.1**.

4.2 What are the Community Profiles?

To enhance public understanding of impacts and accessibility to the data presented in **Sections 3 and 5**, a profile for each of the seven CEA Analysis Area Communities was prepared (**Appendix D**). The profiles feature an overview of the community location; planning and development; community facilities; socioeconomic characteristics,[19] including minority/race populations and low-income populations, if present; and resource impacts, including impacted community facilities and services. Impacts are presented in this manner to communicate how the Preferred Alternative may impact specific communities.

Each community profile includes **Map 1**, which depicts the community, as defined for this technical report; the limits of the CEA Analysis Area; any overlaying city, town, municipal or Census Designated Place (CDP) boundaries; and the CEA Analysis Area block groups within the subject community. **Map 2** identifies and maps community facilities within the CEA Analysis Area Community.

Potential impacts from the Preferred Alternative to each CEA Analysis Area Community[20] are also described, including the number of impacted properties, the number and type of community facilities impacted, changes to land use, and potential noise abatement. Qualitative impacts, including potential changes to viewsheds, and a community's sense of place, cohesion, and isolation, are also highlighted for each CEA Analysis Area Community.

4.3 Summary of Environmental Consequences to Communities

Under the Preferred Alternative, properties that would be impacted by the improvements are dispersed throughout the seven CEA Analysis Area Communities. Right-of-way acquisitions under the Preferred Alternative would generally occur to properties adjacent to the existing I-495 and I-270 roadway alignments, acquiring strips of land from undeveloped areas or areas of trees and landscaping directly adjacent to I-495 or I-270. As described in **Section 3.6.1**, a partial acquisition would be needed when the

[19] Note that no persons identifying as American Indian and Alaska Native alone are estimated to live within the Cabin John, McLean, and Potomac CEA Analysis Area Communities. Additionally, no persons identifying as Native Hawaiian or Other Pacific Islander alone are estimated to live within the Bethesda, Gaithersburg, McLean, North Bethesda, and Rockville CEA Analysis Area Communities. These populations are not included in the corresponding bar charts in these profiles.

[20] As described previously, the terms "CEA Analysis Area Community" and "EJ Analysis Area Community" are interchangeable. For instance, the Gaithersburg EJ Analysis Area Community has the same block groups and boundaries as the Gaithersburg CEA Analysis Area Community. As such, the profile for the Gaithersburg CEA Analysis Area Community serves as the profile for the Gaithersburg EJ Analysis Area Community. See **Chapter 2.1** for delineation detail.

limits of disturbance[21] encroach onto a portion of the property but is more than 20 feet from a principal building.

The construction of the Preferred Alternative would include the following Study elements: managed lanes, shoulders, traffic barrier, direct access at-grade auxiliary lanes or ramps, reconstructed bridges, cut and fill slopes, SWM facilities, retaining walls, and noise walls along the existing highway corridors. Construction of the Preferred Alternative would also require relocation of signage, guardrails, communications towers, and light poles due to the widening of the roadway. Similarly, where noise barriers already exist, they would be replaced; additional noise barriers may be constructed as detailed in **FEIS, Chapter 5.9** and in the *Final Noise Technical Report* **(FEIS, Appendix L)**.

There are no residential or business relocations or displacements with the Preferred Alternative. As shown in **Table 4-1**, partial property impacts under the Preferred Alternative are dispersed throughout the seven Analysis Area Communities within the LOD.

Table 4-1: Property Impacts in Analysis Area Communities

CEA Analysis Area Community	Number of Impacted Properties[1]	Property Acquisition (acres)		
		Perm.	*Temp.*	Total
Gaithersburg	10	*2.7*	*<0.1*	**2.7**
Rockville	114	*32.2*	*3.0*	**35.2**
North Bethesda	75	*13.6*	*1.0*	**14.7**
Bethesda	44	*4.4*	*0.5*	**4.9**
Cabin John	22	*4.3*	*1.4*	**5.7**
Potomac	81	*19.7*	*4.9*	**24.6**
McLean[2]	16	*1.2*	*3.8*	**5.0**
Total	**361**	**78.2**	**14.7**	**92.8**

Notes: [1] One impacted parcel falls in both the Cabin John and Potomac Analysis Area Communities and is counted twice for the purpose of this table; it is only counted once in the calculation of the total number of impacted parcels, which is equal to 361.

[2] Three of the parcels in the McLean Analysis Area Community are categorized as park/open space and are part of the George Washington Memorial Parkway.

Of the total 92.8 acres of property required under the Preferred Alternative, the Rockville Analysis Area Community would experience the greatest number and largest proportion (38 percent), by acreage, of the total property impacts, and the Potomac Analysis Area Community would experience the second greatest number and second greatest proportion (27 percent), by acreage, of the property impacts. At 10 properties and three percent of the total acreage of property impacts, the Gaithersburg Analysis Area Community would experience the smallest proportion of property impacts as it is located near the northern terminus of the Phase 1 South limits.

Property acquisitions under the Preferred Alternative would occur to properties adjacent to the existing I-495 and I-270 roadway alignments, acquiring strips of land from undeveloped areas or areas of trees and landscaping directly adjacent to I-495 or I-270. In addition, approximately 1.1 acres of right-of-way would be required for the compensatory or offsite stormwater management. (Offsite stormwater management

[21] Generally defined as the proposed boundary within which all construction, materials storage, grading, landscaping and related activities would occur.

locations are preliminary at this point in the Study and will be identified by the Developer in coordination with property owners during final design; refer to **FEIS, Chapter 3.1.6.E** for additional details on the compensatory stormwater management and potential impacts.)

Divisions or isolation of properties, persons, or groups would not occur due to the generally parallel nature of the LOD along I-495 and I-270 and the fact that no properties would be displaced. As such, the existing sense of community cohesion of communities along the study corridors would not be impacted. The Preferred Alternative also would not eliminate access or provide new access to properties, nor would it impede access between residences, community facilities, and businesses as no properties are accessed directly from I-495 or I-270. MDOT SHA has committed to constructing a new sidewalk along the west side of Seven Locks Road under I-495, which would reestablish the historic connection between First Agape AME Zion Church (Gibson Grove Church) and Morningstar Tabernacle No. 88 Moses Hall and Cemetery in the historically African American community of Gibson Grove.

5 ENVIRONMENTAL JUSTICE ANALYSIS

5.1 Environmental Justice Analysis Regulatory Context

All federal agencies must comply with Title VI of the 1964 Civil Rights Act and Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin,[22] age, sex, disability, or religion. EO 12898 states that "…each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

EO 12898 directs federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. A disproportionately high and adverse effect on minority and low-income populations is defined by the FHWA Order 6640.23A: *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012), as an impact that:

- Would be predominately borne by a minority and/or low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

The EO is intended to promote nondiscrimination in federal programs that affect human health and the environment, as well as provide minority and low-income communities access to public information and public participation.

The strategies developed under EO 12898 and subsequent Environmental Justice (EJ) FHWA guidance set forth the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal transportation projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The guidance also addresses an important aspect of EJ: providing meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs, policies, and activities (including the identification of potential effects, alternatives, and mitigation measures, if required). The following policies and guidance documents provide assistance for addressing minority and low-income communities:

- US Department of Transportation (USDOT) Order 5610.2(c) *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2021 revision);

[22] Including individuals with Limited English Proficiency.

- FHWA Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012); and
- FHWA memorandum *Guidance on Environmental Justice and NEPA* (2011).

EO 12898 does not define the terms *minority* or *low-income*, but the terms have been defined in the USDOT and FHWA Orders on EJ. FHWA Order 6640.23A provides the following definitions, which have been used in this analysis:

- *Minority Individual* – A person who identifies as:
    1) Black: a person having origins in any of the black racial groups of Africa;
    2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
    3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
    4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
    5) Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.
- *Low-Income Individual* – A person whose household income is at or below the US Department of Health and Human Services (HHS) poverty guidelines.

5.2 Environmental Justice Analysis Methodology

As stated in **Section 5.1**, the strategies developed under EO 12898, USDOT Order 5610.2(c), FHWA Order 6640.23A, and FHWA memorandum Guidance on Environmental Justice and NEPA (2011) set forth the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal transportation projects on minority and low-income populations. Based on these strategies, the first four steps, below, were documented and updated in the DEIS and SDEIS EJ Analyses and have been updated and enhanced where necessary for this FEIS EJ Analysis:

1. The identification of minority race and ethnicity populations and low-income populations (EJ populations) along the 48-mile study corridor for the **DEIS (DEIS, Chapter 4.21.2A** and **4.21.2B** and **DEIS, Appendix E**, **Chapter 4.2.1 and 4.2.2)** and then an update on the identification of EJ populations for the Preferred Alternative, Alternative 9 - Phase 1 South limits in the **SDEIS (SDEIS, Chapter 4.21.2)**;
2. The review of demographic data to determine the existing environmental and community conditions of the EJ populations, documented in the **DEIS (DEIS, Chapter 4.21.3** and **DEIS, Appendix E, Chapter 4.3**) and enhanced in the **SDEIS (SDEIS, Chapter 4.21.2**);

3. The documentation of public outreach as planned, conducted and refined throughout the study in consideration of the demographic and community data to ensure meaningful involvement in EJ populations, documented in the **DEIS (DEIS, Chapter 4.21.4** and **DEIS, Appendix E, Chapter 4.4)** and updated in the **SDEIS (SDEIS, Chapter 4.21.2**) and **FEIS (FEIS, Chapter 5.21.4**); and

4. The identification of potential beneficial and/or adverse impacts to EJ populations under the No Build and Screened Alternatives in the **DEIS (DEIS, Chapter 4.21.5** and **DEIS, Appendix E, Chapter 4.5**), and the identification of potential beneficial and/or adverse impacts to EJ populations under the No Build and Preferred Alternative, Alternative 9 - Phase 1 South updated in the **SDEIS (SDEIS, Chapter 4.21.3**) and **FEIS (FEIS, Chapter 5.21.6**).

Steps #2, 3, and 4 are updated and Steps #5 through #8, below, are documented in this FEIS EJ Analysis in consideration of the Preferred Alternative, Alternative 9 - Phase 1 South:

5. The consideration of mitigation or community enhancement measures if unavoidable adverse effects are expected to occur under the Preferred Alternative (**Section 5.6**);[23]

6. A comparison of adverse effects to all EJ populations under the Preferred Alternative versus adverse effects to a non-EJ population reference community (**Section 5.7**);

7. A determination of whether disproportionately high and adverse impacts would occur to EJ populations under the Preferred Alternative (**Section 5.8**); and

8. A final conclusion of whether disproportionately high and adverse effects would occur to EJ populations, based on unmitigated adverse effects and whether public feedback has been addressed (**Section 5.8**).

5.2.1 Environmental Justice Analysis Area

This EJ Analysis describes the existing conditions of and potential impacts to minority race and ethnicity populations and low-income populations who live within the "EJ Analysis Area." The EJ Analysis Area is the same geographic analysis area used for the Community Effects Assessment (CEA) in **Section 3**. The EJ Analysis Area is composed of the same basic population units—Census block groups—as the CEA Analysis Area. Like the CEA Analysis Area, the EJ Analysis Area includes all 66 Census block groups that are located within 0.25-mile to either side of the Phase 1 South limits.[24] The 66 block groups can also be sorted into the same community designations as the CEA Analysis Area Communities that are defined in **Section 2.1**. Like the CEA Analysis Area, the EJ Analysis Area is located almost entirely within Montgomery County, Maryland, and partially within Fairfax County, Virginia.

For the purposes of this EJ Analysis, a block group within the EJ Analysis Area that meets the minority race and ethnicity population and/or low-income population criteria defined in **Sections 5.2.2** and **5.2.3** below is referred to as an "EJ population." (While it is understood that a population of minority race and ethnicity

[23] Steps #4 and 5 plus Steps #7 and 8 are combined in this FEIS EJ Analysis.

[24] The 0.25-mile buffer on either side of the study corridors was established as a resource inventory boundary that would reasonably include areas that would potentially be subject to direct impacts from the Preferred Alternative. Expanding the CEA Analysis Area/EJ Analysis Area to include all Census block groups intersecting the 0.25-mile delineation provides a conservative spatial approximation of the neighborhoods surrounding the study corridors.

persons or a population of low-income persons does not necessarily live within delineated geographies along the study corridor, this EJ Analysis must rely on a basic unit of population to collect and analyze data— in this case, the block group.)

5.2.2 Identification of Minority Race and Ethnicity Populations

MDOT SHA, in coordination with FHWA, identified the methodology for the Environmental Justice Analysis for the Study. Using the methodology, the following definition applies to this Study:

- *Minority Populations* - Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed USDOT program, policy or activity. See USDOT Order 5610.2C and FHWA Order 6640.23A.

Per the Council on Environmental Quality (CEQ) Environmental Guidance Under NEPA (1997), a minority population is present when: (A) the minority race and ethnicity population of the affected area exceeds 50 percent or (B) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.

For the purposes of this EJ Analysis, the Census block group is used as the basic unit of population because it represents a "readily identifiable group of minority persons who live in geographic proximity" (FHWA Order 6640.23A). Additionally, this EJ Analysis uses a methodological approach based on Environmental Guidance Under NEPA (CEQ, 1997) approach (B), as approach (B) is slightly more conservative than approach (A). A block group within the EJ Analysis Area was considered an EJ population if its minority race and ethnicity population is equal to or exceeds 49 percent, which is the percent population of minority race and ethnicity individuals in Maryland. Maryland was chosen instead of Montgomery County as the appropriate unit of geographic analysis to compare the block groups within the EJ Analysis Area against because Maryland has a more conservative threshold for comparison, while Montgomery County has a relatively high level of multiracial diversity. If the block groups were compared to the County, fewer of the block groups would have a "meaningfully greater" percent population of minority race and ethnicity individuals, resulting in fewer block groups given elevated EJ consideration. As such, the percent population of minority race and ethnicity individuals of each block group was compared to that of Maryland.

5.2.3 Identification of Low-Income Populations

As stated previously, MDOT SHA, in coordination with FHWA, identified the methodology for the EJ Analysis for the Study. Using the methodology, the following definition applies to this Study:

- *Low-Income Population* – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed USDOT program, policy, or activity. See USDOT Order 5610.2C and FHWA Order 6640.23A.

For the purposes of this FEIS EJ Analysis, the Census block group is used as the basic unit of population because it represents a "readily identifiable group of low-income persons who live in geographic proximity" (FHWA Order 6640.23A). The ACS Five-Year Estimates (2015-2019) were also used to collect

the median household income and average household size data for each of the 66 block groups within the EJ Analysis Area. The average household size within the block groups was three persons. The HHS Poverty Guidelines provide a threshold median income for low-income designation by size of household. Using the HHS 2019 Poverty Guidelines income threshold for a three-person household, an EJ Analysis Area block group would have a median income of $21,330 or less to be considered a low-income population. However, no block groups within the EJ Analysis Area had a median household income at or below $21,330. Under the HHS 2019 Poverty Guidelines, no low-income populations would be in the EJ Analysis Area.

Additional guidance provided in the EJ Federal Interagency Working Group (IWG) report, *Promising Practices for EJ Methodologies in NEPA Reviews* (2016) was used to evaluate low-income populations for the EJ Analysis Area. Guidelines for identifying low-income populations explain that it may be appropriate for agencies to select a threshold for identifying low-income populations that exceed the poverty level as defined by the HHS Poverty Guidelines (IWG EJ 2016). While HHS Poverty Guidelines are calculated based on a national average, the EJ Analysis Area is in a high-income area compared to the rest of the 48 contiguous states. Because the cost of living in the EJ Analysis Area was determined to be greater than the national average and comparison with the HHS 2019 Poverty Guidelines did not yield any low-income populations, a more conservative methodology for determining low-income populations was adopted using the Department of Housing and Urban Development (HUD) 2019 Income Limits Survey. The HUD Income Limits Survey calculates the threshold for a low-income family/household designation at the Metropolitan Fair Market Rent (FMR)/Income Limits Area-level. The calculations are based on the number of persons in a family.

The HUD 2019 FMR/Income Limits, shown in **Table 5-1** provided a more appropriate comparison for determining low-income populations in the EJ Analysis Area. HUD defines low-income as a family earning 80 percent or less of an area's median family income. The EJ Analysis Area is in the Washington-Arlington-Alexandria, DC-VA-MD FMR Area. As previously stated, the average household size within the EJ Analysis Area was three persons. Therefore, for this EJ Analysis, a block group was considered an EJ population if its median household income was at or below $69,850, the HUD 2019 Low-Income Limit for a family of three in the Washington-Arlington-Alexandria, DC-VA-MD FMR Area.

Table 5-1: HUD 2019 Low-Income Limit for the Washington-Arlington-Alexandria, DC-VA-MD FMR Area

Persons in Family/Household	Guideline
1	$ 54,350
2	$ 62,100
3	$ 69,850
4	$ 77,600
5	$ 83,850
6	$ 90,050
7	$ 96,250
8	$ 102,450

Source: Department of Housing and Urban Development, FY 2019 Income Limits Survey (https://www.huduser.gov/portal/datasets/il/il2019/2019summary.odn).

5.3 Historical Context

Current disparate economic and environmental health conditions of racially segregated communities can be traced largely to policy (or the lack thereof) enacted by federal, state, and local governments during the United States' period of suburbanization from 1940 to 1980. Suburbanization was made possible in part by construction of America's interstate highway systems that allowed families with automobiles, to live, work, and travel more conveniently and more extensively. However, the benefits and adverse impacts from construction and operation of these interstate highway systems, plus other regional and local highway networks, were not distributed equitably. Instead, the benefits and adverse impacts were purposefully concentrated among different racial populations, with majority-minority race and ethnicity communities—primarily black and African American communities— experiencing the most adverse impacts and the fewest benefits. Predominately white communities were typically intentionally avoided during highway design and construction yet experienced the most benefits from highway implementation.

Today's racially and economically segregated conditions in urban and metropolitan areas can be traced directly to decades of neighborhood destruction and residential displacements caused by highway projects plus housing policy and other racially marginalizing actions undertaken by local, state, and the federal government throughout the 20th century. Prior to passage of the National Environmental Policy Act (NEPA) in 1969, there were no regulatory requirements for a government agency to seek input from affected communities during the highway development process. Highways, such as the Southeast-Southwest Freeway (I-695) in DC and I-495 through the former Gibson Grove community in Cabin John,[25] were frequently routed through low-income, majority-minority neighborhoods, disproportionately displacing black and African American residents in particular, further concentrating poverty and exposing remaining residents to the environmental and public health effects associated with traffic proximity. As shown in **Appendix F** and described in **Section 5.4.4A**, EJ mapping data provided by EPA and University of Maryland indicates that the concentration of communities with the greatest levels of EJ concern are located along the study corridor. Today's concentration of communities with the greatest level of EJ concern along the highway is directly related to the history of highway construction before national environmental policy.

Other environmental, public health, and socioeconomic conditions of the EJ Analysis Area are described in **Section 5.4**.

Grassroots organization and protest against these marginalizing practices led eventually to the adoption of civil rights and environmental legislation, including NEPA in 1969. NEPA requires consideration of a range of alternatives to a proposed action and opportunities for public engagement, including with EJ populations (defined in this regulatory context as minority race and ethnicity populations and low-income populations). The NEPA process works as intended through continual refinement of design based on public and agency input to avoid, minimize, and mitigate impacts to resources, including impacts that are disproportionately high and adverse to EJ populations.

[25] The historic Gibson Grove AME Zion Church was physically split from the Morningstar Tabernacle No. 88 Moses Hall and Cemetery by construction of I-495 in Cabin John in the 1960s. Gibson Grove was a settlement founded and developed by formerly enslaved families, and the Church, Hall, and Cemetery are important features of this historic settlement. (See https://www.friendsofmoseshall.org/history.) Additional detail on the history and design avoidance of the Morningstar Tabernacle No. 88 Moses Hall and Cemetery is provided in **FEIS, Chapter 5.7**.

5.4 Existing Conditions of Environmental Justice Populations

The existing conditions of minority race and ethnicity populations and low-income populations are identified for each block group in the EJ Analysis Area. Per the methodology set forth in **Section 5.2**, of a total 66 block groups within the EJ Analysis Area along the study corridors within the Phase 1 South limits, 16 are considered EJ populationsEJ populations on the basis of minority race and ethnicity and/or low-income populations. The EJ populations and the Analysis Area Communities in which they are located are shown on **Figure 5-1**.

5.4.1 Existing Minority Race and Ethnicity Populations

Race and ethnicity data for the block groups within the EJ Analysis Area is displayed in **Table 5-2**. As described in **Section 5.2**, a block group was identified as an EJ population if 49 percent or more of the block group population identified as a minority race and ethnicity. Of the 66 block groups within the EJ Analysis Area, 15 had minority race and ethnicity populations equal to or above 49 percent. In **Table 5-2** these block groups are highlighted in blue and identified as "yes" in the right-most column.

The EJ Analysis Area, where 42 percent of the population identifies as a minority race or ethnicity, is less diverse than both Montgomery County and the state, whose minority race or ethnicity populations are 56 percent and 49 percent, respectively. Minority race and ethnicity populations considered EJ populations were present to varying degrees in the Gaithersburg, North Bethesda, Potomac, and Rockville EJ Analysis Area Communities.

Table 5-2: Race and Ethnicity Characteristics of Block Groups within the EJ Analysis Area

EJ Analysis Area Community	Geographic Area/ Block Group	Total Population	American Indian and Alaska Native Alone		Asian Alone		Black or African American Alone		Native Hawaiian and Other Pacific Islander Alone		White Alone		Some Other Race Alone and Two or More Races		Hispanic or Latino, Regardless of Race		Total Minority Population[1]		Considered EJ Block Group Based on Minority Race and Ethnicity Population?
			Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
	Fairfax County	1,145,862	1,487	<1%	218,484	19%	108,685	9%	684	<1%	581,418	51%	47,944	4%	187,160	16%	564,444	49%	n/a
	Montgomery County	1,043,530	1,505	<1%	153,306	15%	186,964	18%	438	<1%	457,265	44%	40,298	4%	203,754	20%	586,265	56%	n/a
	Prince George's County	908,670	2,116	<1%	37,170	4%	560,785	62%	404	<1%	115,436	13%	25,261	3%	167,498	18%	793,234	87%	n/a
	Maryland	6,018,848	12,002	<1%	375,951	6%	1,768,596	29%	2,294	<1%	3,062,363	51%	191,160	3%	606,482	10%	2,956,485	49%	n/a
	Total Block Groups within the EJ Analysis Area	**103,614**	**149**	**<1%**	**17,643**	**17%**	**10,055**	**10%**	**19**	**<1%**	**59,730**	**58%**	**4,555**	**4%**	**11,463**	**11%**	**43,884**	**42%**	**n/a**
Fairfax County																			
McLean	**4701.00 - 1**	664	0	<1%	119	18%	0	<1%	0	<1%	510	77%	31	5%	4	1%	154	23%	no
	4701.00 - 2	1,896	0	<1%	433	23%	23	1%	0	<1%	1,312	69%	31	2%	97	5%	584	31%	no
	4801.00 - 4	464	0	<1%	155	33%	0	<1%	0	<1%	298	64%	0	<1%	11	2%	166	36%	no
Montgomery County																			
Potomac	**7012.06 - 1**	1,481	0	<1%	254	17%	12	1%	0	<1%	1,074	73%	59	4%	82	6%	407	27%	no
	7012.06 - 2	1,920	0	<1%	218	11%	0	<1%	0	<1%	1,374	72%	0	<1%	328	17%	546	28%	no
	7060.08 - 1	1,849	0	<1%	393	21%	27	1%	0	<1%	1,336	72%	85	5%	8	<1%	513	28%	no
	7060.08 - 2	862	0	<1%	176	20%	41	5%	8	1%	569	66%	38	4%	30	3%	293	34%	no
	7060.09 - 2	1,725	0	<1%	267	15%	45	3%	0	<1%	1,235	72%	9	1%	169	10%	490	28%	no
	7060.09 - 3	1,456	0	<1%	125	9%	20	1%	0	<1%	1,075	74%	19	1%	217	15%	381	26%	no
	7060.12 - 1	892	0	<1%	144	16%	121	14%	0	<1%	465	52%	48	5%	114	13%	427	48%	no
	7060.12 - 2	1,335	0	<1%	292	22%	235	18%	0	<1%	424	32%	68	5%	316	24%	911	68%	**yes**
	7060.12 - 3	1,032	0	<1%	174	17%	200	19%	0	<1%	519	50%	51	5%	88	9%	513	50%	**yes**
	7060.13 - 1	1,411	0	<1%	156	11%	12	1%	0	<1%	1,024	73%	37	3%	182	13%	387	27%	no
	7060.13 - 2	1,478	0	<1%	340	23%	0	<1%	0	<1%	912	62%	118	8%	108	7%	566	38%	no
Cabin John	**7058.00 - 2**	2,121	0	<1%	280	13%	92	4%	11	1%	1,501	71%	45	2%	192	9%	620	29%	no
	7058 .00 - 3	1,141	0	<1%	1	<1%	16	1%	0	<1%	987	87%	14	1%	123	11%	154	13%	no
North Bethesda	**7012.05 - 1**	2,425	0	<1%	52	2%	189	8%	0	<1%	1,736	72%	233	10%	215	9%	689	28%	no
	7012.05 - 2	3,100	0	<1%	412	13%	188	6%	0	<1%	2,166	70%	235	8%	99	3%	934	30%	no
	7012.05 - 3	762	0	<1%	143	19%	33	4%	0	<1%	455	60%	0	<1%	131	17%	307	40%	no
	7012.05 - 4	815	0	<1%	41	5%	144	18%	0	<1%	547	67%	35	4%	48	6%	268	33%	no

	7012.13 - 1	1,239	0	<1%	194	16%	329	27%	0	<1%	689	56%	0	<1%	27	2%	550	44%	no
	7012.13 - 2	998	0	<1%	117	12%	9	1%	0	<1%	576	58%	73	7%	223	22%	422	42%	no
	7012.13 - 3	2,251	0	<1%	480	21%	237	11%	0	<1%	1,249	55%	86	4%	199	9%	1,002	45%	no
	7012.15 - 1	961	0	<1%	44	5%	89	9%	0	<1%	716	75%	24	2%	88	9%	245	25%	no
	7012.15 - 2	964	25	3%	107	11%	16	2%	0	<1%	697	72%	21	2%	98	10%	267	28%	no
	7012.15 - 3	2,678	0	<1%	543	20%	215	8%	0	<1%	1,217	45%	233	9%	470	18%	1,461	55%	**yes**
	7012.15 - 4	1,100	20	2%	128	12%	148	13%	0	<1%	564	51%	53	5%	187	17%	536	49%	**yes**
	7044.01 - 1	1,821	0	<1%	160	9%	81	4%	0	<1%	1,300	71%	109	6%	171	9%	521	29%	no
	7044.01 - 2	1,468	5	<1%	211	14%	63	4%	0	<1%	1,004	68%	47	3%	138	9%	464	32%	no
	7045.01 - 1	546	0	<1%	44	8%	29	5%	0	<1%	442	81%	8	1%	23	4%	104	19%	no
	7045.01 - 2	982	0	<1%	165	17%	82	8%	0	<1%	500	51%	118	12%	117	12%	482	49%	yes
	7045.01 - 3	929	0	<1%	186	20%	39	4%	0	<1%	498	54%	57	6%	149	16%	431	46%	no
	7045.01 - 4	1,018	0	<1%	206	20%	223	22%	0	<1%	409	40%	34	3%	146	14%	609	60%	**yes**
Bethesda	**7044.03 - 1**	1,559	0	<1%	175	11%	24	2%	0	<1%	1,139	73%	55	4%	166	11%	420	27%	no
	7044.04 - 4	1,433	0	<1%	136	9%	165	12%	0	<1%	1,006	70%	15	1%	111	8%	427	30%	no
	7045.02 - 1	746	0	<1%	52	7%	0	<1%	0	<1%	659	88%	11	1%	24	3%	87	12%	no
	7045.02 - 2	1,800	0	<1%	242	13%	10	1%	0	<1%	1,331	74%	66	4%	151	8%	469	26%	no
	7045.03 - 1	1,572	0	<1%	154	10%	0	<1%	0	<1%	1,250	80%	15	1%	153	10%	322	20%	no
	7059.01 - 3	1,461	0	<1%	159	11%	45	3%	0	<1%	1,104	76%	10	1%	143	10%	357	24%	no
	7059.02 - 3	1,277	3	<1%	237	19%	42	3%	0	<1%	885	69%	34	3%	76	6%	392	31%	no
Gaithersburg	**7007.17 - 1**	2,419	0	<1%	218	9%	1,084	45%	0	<1%	350	14%	149	6%	618	26%	2,069	86%	**yes**
	7007.17 - 3	2,585	0	<1%	165	6%	788	30%	0	<1%	310	12%	70	3%	1,252	48%	2,275	88%	**yes**
	7007.17 - 4	869	0	<1%	171	20%	132	15%	0	<1%	252	29%	32	4%	282	32%	617	71%	**yes**
	7008.16 - 1	2,246	0	<1%	1,263	56%	213	9%	0	<1%	192	9%	119	5%	459	20%	2,054	91%	**yes**
	7008.16 - 2	2,440	49	2%	300	12%	817	33%	0	<1%	815	33%	43	2%	416	17%	1,625	67%	**yes**
	7008.17 - 1	1,521	0	<1%	367	24%	249	16%	0	<1%	551	36%	126	8%	228	15%	970	64%	**yes**
	7008.17 - 2	1,854	0	<1%	216	12%	198	11%	0	<1%	977	53%	266	14%	197	11%	877	47%	no
	7008.17 - 3	4,433	0	<1%	772	17%	1,145	26%	0	<1%	2,049	46%	192	4%	275	6%	2,384	54%	**yes**
	7008.29 - 1	1,500	0	<1%	686	46%	58	4%	0	<1%	576	38%	99	7%	81	5%	924	62%	**yes**
Rockville	**7007.18 - 1**	4,606	32	1%	935	20%	656	14%	0	<1%	2,460	53%	225	5%	298	6%	2,146	47%	no
	7007.18 - 2	1,564	0	<1%	278	18%	395	25%	0	<1%	845	54%	29	2%	17	1%	719	46%	no
	7010.01 - 2	2,416	0	<1%	362	15%	118	5%	0	<1%	1,546	64%	87	4%	303	13%	870	36%	no
	7010.01 - 3	569	0	<1%	58	10%	22	4%	0	<1%	489	86%	0	<1%	0	<1%	80	14%	no
	7010.02 - 1	986	0	<1%	174	18%	32	3%	0	<1%	699	71%	0	<1%	81	8%	287	29%	no
	7010.02 - 2	1,941	0	<1%	326	17%	0	<1%	0	<1%	1,384	71%	29	1%	202	10%	557	29%	no
	7010.02 - 3	1,018	0	<1%	174	17%	54	5%	0	<1%	728	72%	19	2%	43	4%	290	28%	no
	7010.04 - 2	1,622	0	<1%	109	7%	79	5%	0	<1%	1,206	74%	77	5%	151	9%	416	26%	no
	7010.04 - 4	1,086	0	<1%	148	14%	32	3%	0	<1%	582	54%	206	19%	118	11%	504	46%	no
	7010.05 - 1	2,507	0	<1%	635	25%	191	8%	0	<1%	1,404	56%	30	1%	247	10%	1,103	44%	no

	7010.05 - 2	832	0	<1%	115	14%	43	5%	0	<1%	471	57%	129	16%	74	9%	361	43%	no
	7010.06 - 1	1,626	0	<1%	604	37%	71	4%	0	<1%	868	53%	16	1%	67	4%	758	47%	no
	7010.06 - 2	2,266	0	<1%	482	21%	13	1%	0	<1%	1,438	63%	79	3%	254	11%	828	37%	no
	7010.07 - 1	2,564	0	<1%	842	33%	256	10%	0	<1%	1,179	46%	40	2%	247	10%	1,385	54%	**yes**
	7010.07 - 2	763	15	2%	125	16%	113	15%	0	<1%	447	59%	46	6%	17	2%	316	41%	no
	7012.10 - 1	986	0	<1%	127	13%	52	5%	0	<1%	681	69%	43	4%	83	8%	305	31%	no
	7012.11 - 3	763	0	<1%	76	10%	0	<1%	0	<1%	477	63%	179	23%	31	4%	286	37%	no

Note: Rows highlighted in blue and featuring a "yes" in the right-most column indicate that the block group is considered an Environmental Justice population.

5.4.2 Existing Low-Income Populations

Median household income data for the EJ Analysis Area is provided in **Table 5-3**. As described in **Section 5.2.3,** above, a block group was identified as low-income population if its median household income was at or below $69,850. Block groups within the EJ Analysis Area that qualified as low-income populations are highlighted in green and noted with a "yes" in the right-most column of the table.

Table 5-3: EJ Analysis Area Household Income Characteristics

EJ Analysis Area Community	Geography/ Block Group	Median Household Income	Considered EJ Block Group Based on Low-Income Population?
	Maryland	$84,805	n/a
	Virginia	$74,222	n/a
	Montgomery County	$108,820	n/a
	Prince George's County	$84,920	n/a
	Fairfax County	$124,831	n/a
McLean	**4701.00 - 1**	$228,594	no
	4701.00 - 2	$250,000+	no
	4801.00 - 4	$250,000+	no
Potomac	**7012.06 - 1**	$133,750	no
	7012.06 - 2	$208,155	no
	7060.08 - 1	$250,000+	no
	7060.08 - 2	$250,000+	no
	7060.09 - 2	$250,000+	no
	7060.09 - 3	$196,250	no
	7060.12 - 1	$73,295	no
	7060.12 - 2	$74,286	no
	7060.12 - 3	$51,641	**yes**
	7060.13 - 1	$206,250	no
	7060.13 - 2	$212,557	no
Cabin John	**7058.00 - 2**	$182,279	no
	7058.00 - 3	$231,250	no
North Bethesda	**7012.05 - 1**	$218,438	no
	7012.05 - 2	$232,371	no
	7012.05 - 3	$113,750	no
	7012.05 - 4	$250,000+	no
	7012.13 - 1	$223,125	no
	7012.13 - 2	$113,398	no
	7012.13 - 3	$102,738	no
	7012.15 - 1	$85,144	no
	7012.15 - 2	$59,111	**yes**
	7012.15 - 3	$122,763	no
	7012.15 - 4	$75,781	no
	7044.01 - 1	$180,556	no

EJ Analysis Area Community	Geography/ Block Group	Median Household Income	Considered EJ Block Group Based on Low-Income Population?
	7044.01 - 2	$215,192	no
	7045.01 - 1	$121,731	no
	7045.01 - 2	$200,625	no
	7045.01 - 3	$152,228	no
	7045.01 - 4	$219,545	no
Bethesda	**7044.03 - 1**	$85,994	no
	7044.04 - 4	$141,250	no
	7045.02 - 1	$250,000+	no
	7045.02 - 2	$198,250	no
	7045.03 - 1	$200,428	no
	7059.01 - 3	$240,313	no
	7059.02 - 3	$250,000+	no
Gaithersburg	**7007.17 - 1**	$64,596	**yes**
	7007.17 - 3	$73,920	no
	7007.17 - 4	$64,635	**yes**
	7008.16 - 1	$93,721	no
	7008.16 - 2	$87,043	no
	7008.17 - 1	$81,328	no
	7008.17 - 3	$90,889	no
	7008.17 - 2	$103,531	no
	7008.29 - 1	$180,104	no
Rockville	**7007.18 - 1**	$107,196	no
	7007.18 - 2	$82,083	no
	7010.01 - 2	$107,759	no
	7010.01 - 3	$246,750	no
	7010.02 - 1	$156,111	no
	7010.02 - 2	$208,295	no
	7010.02 - 3	$161,250	no
	7010.04 - 2	$147,434	no
	7010.04 - 4	$119,750	no
	7010.05 - 1	$121,625	no
	7010.05 - 2	$161,563	no
	7010.06 - 1	$178,438	no
	7010.06 - 2	$177,917	no
	7010.07 - 1	$122,443	no
	7010.07 - 2	$84,917	no
	7012.10 - 1	$217,625	no
	7012.11 - 3	$182,778	no

Note: Rows highlighted in green and featuring a "yes" in the right-most column indicate that the block group is considered an Environmental Justice population.

Of the 66 block groups within the EJ Analysis Area, four had a median household income below $69,850. Low-income populations considered EJ populations were present to varying degrees in the Potomac, North Bethesda, and Gaithersburg EJ Analysis Area Communities.

5.4.3 Summary: Total Environmental Justice Populations

In summary, 16 (or 24 percent) of the 66 block groups within the EJ Analysis Area meet the minority race and ethnicity population and/or low-income household population criteria to be considered EJ populations. The 16 EJ populations are shown in **Table 5-4**.

Table 5-4: Total Environmental Justice Populations

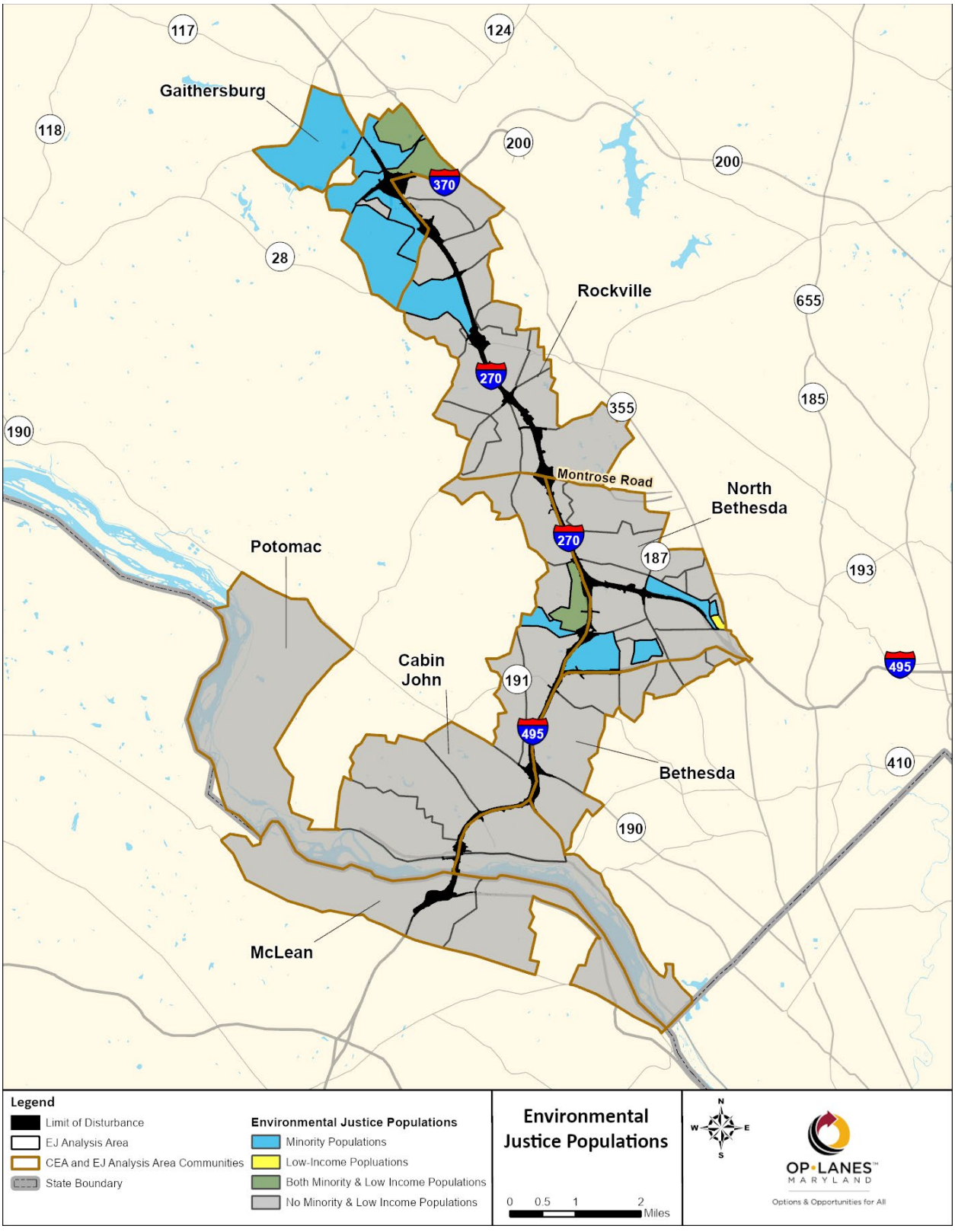
EJ Analysis Area Community	EJ Population	Meets EJ Population Criteria:	
		Minority Race/Ethnicity	Low-Income
Gaithersburg	7007.17 - 1	✓	✓
	7007.17 - 3	✓	
	7007.17 - 4	✓	✓
	7008.16 - 1	✓	
	7008.16 - 2	✓	
	7008.17 - 1	✓	
	7008.17 - 3	✓	
	7008.29 - 1	✓	
Rockville	7010.07 - 1	✓	
North Bethesda	7012.15 - 2		✓
	7012.15 - 3	✓	
	7012.15 - 4	✓	
	7045.01 - 2	✓	
	7045.01 - 4	✓	
Potomac	7060.12 - 2	✓	
	7060.12 - 3	✓	✓

Of the 16 block groups identified as EJ populations approximate to the Preferred Alternative, 12 met the criteria[26] based on only minority race and ethnicity population criteria. These 12 block groups were located in the Gaithersburg, Rockville, Potomac, and North Bethesda EJ Analysis Area Communities displayed in **Figure 5-1**. Of the 16 block groups identified as EJ populations, one block group, in the North Bethesda EJ Analysis Area Community, met the criteria based on only low-income population criteria.[27] Three of the 16 block groups identified as EJ populations met the criteria based on both minority race and ethnicity population criteria as well as low-income population criteria. These three block groups were identified in the Gaithersburg and Potomac EJ Analysis Area Communities.

[26] A block group was identified as an EJ population based on minority race and ethnicity population criteria if the block group's percent of minority race and ethnicity persons was equal to or exceeded that of Maryland's state-wide percent (49 percent).

[27] A block group was identified as an EJ population based on low-income population criteria if its median household income was at or below $69,850, the HUD 2019 Low-Income Limit for a family of three in the Washington-Arlington-Alexandria, DC-VA-MD FMR Area.

Figure 5-1: Environmental Justice Populations



5.4.4 Supplemental Community Data

Additional data reviewed to supplement the formal identification of EJ populations via the EJ Analysis methodology is summarized below, including: online EJ mapping tools, households' English-speaking status, the locations of low-income subsidized housing, the distribution of Food Stamps/Supplemental Nutrition Assistance Program (SNAP) benefits, the proportion of students receiving free and reduced-price lunch programs, and Equity Emphasis Areas.[28]

A. Online Environmental Justice Mapping Tools

a. EPA EJSCREEN (2.0)

The EPA hosts an online EJ screening and mapping tool[29] that combines environmental and demographic data for various geographies and presents them in maps and reports. The EPA uses publicly-available data and combines environmental and demographic characteristics (indicators) to produce an EJ Index for a specific geography. To remain consistent with the data collection used in this EJ Analysis, the EPA EJSCREEN geography used here is the Census block group.

For a selected block group, an EJSCREEN Demographic Index[30] is formulaically applied to an Environmental Indicator. The resulting score is the EJ Index[31] for the selected block group for the corresponding Environmental Indicator. An EJ Index is a percentile comparing the environmental and demographic characteristics of a selected block group[32] to those of all block groups within the State of Maryland. For instance, if a block group has an EJ Index score of 86 for the Hazardous Waste Proximity Indicator, it means that 14 percent of block groups in Maryland have higher values. The higher the EJ Index, the greater the potential for EJ concern.

EPA EJSCREEN generates EJ Indexes for the 12 Environmental Indicators listed below. Definitions of the EPA EJSCREEN Demographic Indexes and Environmental Indicators can be found in **Appendix F**.

- Particulate Matter $_{2.5}$
- Ozone
- Diesel Particulate Matter
- Air Toxics Cancer Risk

28 The National Capital Region Transportation Planning Board (TPB) Methodology for Equity Emphasis Areas references tract-level Census data to identify communities that have significant concentrations of low-income and/ or minority populations. Data from the American Community Survey for each of the following four population groups is used: Low-Income, African American, Asian, and Hispanic or Latino.

29 See https://www.epa.gov/ejscreen.

30 The demographic index is the combined average of percent minority race/ethnicity and percent low-income households.

31 Per EPA, an EJ Index ultimately measures disparity. Within EPA EJSCREEN, disparity is the difference between the Environmental Indicator's average value among minority race and ethnicity persons and low-income households in the block group versus the average values in the state. A higher EJ Index identifies a block group as contributing more toward the state's disparity in the respective Environmental Indicator category.

32 EJ Analysis Area block groups are all block groups that are located within one-quarter mile to either side of the Preferred Alternative LOD. There are a total of 66 EJ Analysis Area block groups. Additionally, EJ Analysis Area block groups are also grouped into EJ Analysis Area Communities for ease of reader understanding: the block groups are matched with the municipality or Census-Designated Place in which they are primarily located to form the EJ Analysis Area Community. Overall, the 66 EJ Analysis Area block groups can be sorted into seven EJ Analysis Area Communities. Refer to **Section 5.2.1** for additional detail and for how the EJ Analysis Area relates to the CEA Analysis Area.

- Air Toxics Respiratory Hazard Index
- Traffic Proximity
- Lead Paint
- Superfund Proximity
- Risk Management Plan Facility Proximity
- Hazardous Waste Proximity
- Underground Storage Tanks and Leaking Underground Storage Tanks
- Wastewater Discharge

EPA EJSCREEN EJ Indexes were generated per Environmental Indicator for each of the 66 block groups within the EJ Analysis Area and are listed in **Appendix F**. The EJ Indexes for each of the 66 block groups are also presented via a heat map for each Environmental Indicator in **Appendix F**. Additionally, a comparison and summary of EPA EJSCREEN EJ Indexes for the 16 block groups specifically identified as EJ populations EJ populationsper the Study methodology described in **Section 5.2** is provided in **Appendix F**.

Results from the review of EPA EJSCREEN data show that the EJ Indexes for seven of the Study's 16 EJ populations—all located in the Gaithersburg EJ Analysis Area Community— are at or above the 50th percentile in the state for all 12 Environmental Indicators. Another two of the Study's 16 EJ populations—both located in the Potomac EJ Analysis Area Community— are at or above the 50th percentile in the state for 11 of the 12 Environmental Indicators. For all of the EPA EJ Indexes except the Wastewater Discharge and Hazardous Materials Proximity Indicators, there are at least one non-EJ population that falls at or above the 50th percentile.

b. Maryland EJSCREEN

Influenced by the EPA EJSCREEN mapping tool, Maryland EJSCREEN, developed by the Community Engagement, Environmental Justice, and Health (CEEJH) Laboratory at the University of Maryland (UMD) School of Public Health, also assesses and maps EJ risks for Census tracts in Maryland.[33] Maryland EJSCREEN data is only available at the Census tract geographical level. As such, data was collected for the Census tracts in which the EJ populations are located. Note that a tract encompasses a larger population than a block group, which is the basic EJ population unit for the purposes of this Study.

For a selected tract, a value representing its Population Characteristics (which is based on an average value of the tract's sensitive populations and socioeconomic factors) is formulaically applied to a Pollution Burden Indicator (which is based on an average value of the tract's exposures and environmental effects). The resulting values for each Pollution Burden Indicator are combined into a single overall MD EJSCREEN EJ Score[34] for the selected tract. The EJ Score is a percentile of a selected tract to that of all tracts within the State of Maryland. For instance, a tract with an EJ Score of 90 is in the 90th percentile, meaning that only 10 percent of tracts in Maryland have higher EJ Scores. The higher the EJ Score, the greater the potential for EJ concern.

33 See https://p1.cgis.umd.edu/ejscreen/.
34 See https://p1.cgis.umd.edu/mdejscreen/help.html for definition details and explanations of methodology.

Definitions of the MD EJSCREEN Population Characteristics and Pollution Burden Indicators can be found in **Appendix F**.

MD EJSCREEN Scores were generated for each of the 32 tracts are listed in **Appendix F**. The EJ Score for each of the tracts is also presented via a heat map in **Figure 5-2**. Additionally, a comparison and summary of MD EJSCREEN EJ Scores for the eight tracts containing the block groups specifically identified as EJ populations EJ populations per the Study's methodology described in **Section 5.2** is provided in **Appendix F**.

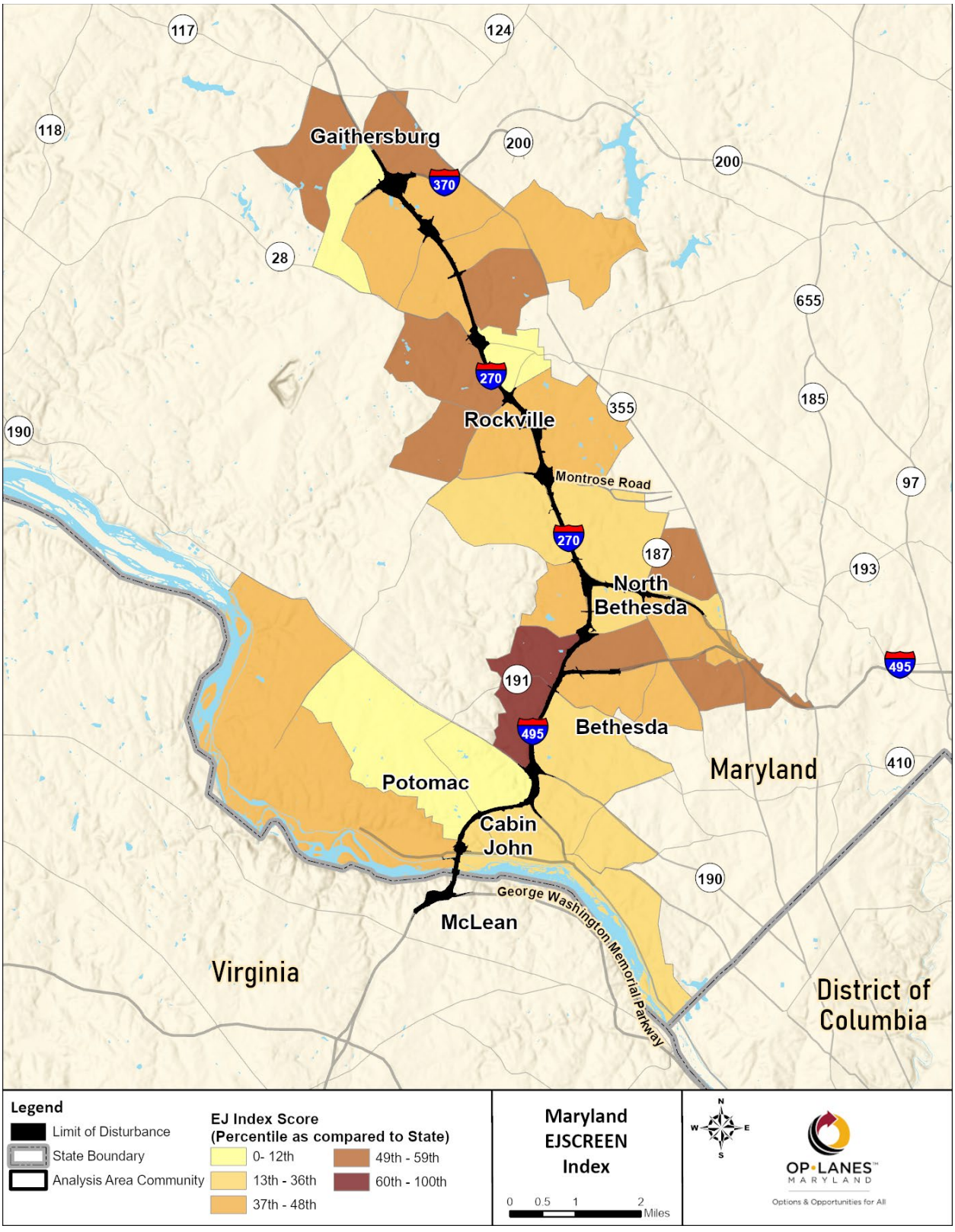
Results from the review of MD EJSCREEN data show that all eight of the Study's tracts containing EJ populations fall at or above the 50th percentile in the state for Exposure. The overall EJ Scores for five of the Study's eight tracts containing EJ populations fall at or above the 50th percentile in the state, while four tracts containing EJ populations fall at or above the 50th percentile for Sensitive Populations. Lastly, three of the Study's eight tracts containing EJ populations fall at or above the 50th percentile for both the Environmental Effects and Socioeconomic Factors. When looking at all 32 of the Analysis Area tracts, Gaithersburg, Rockville, North Bethesda, Bethesda, and Potomac all have some of the highest scores for various indicators. All of the indicators, except for Socioeconomic Factors, have tracts without EJ populations that fall at or above the 50th percentile.

c. Summary of EJSCREEN Mapping Tools

The review of the EPA EJSCREEN and MD EJSCREEN data and mapping tools confirm that the methodology and identification of EJ populations completed to date for the Study is largely in line with similar assessments completed by outside expert institutions. The EJSCREEN tools also provide an additional layer of nuance by selecting specific, measurable, and common issues faced by EJ populations along the study corridors. Mapping is an easily digestible visual of where Analysis Area block groups and communities with higher concentrations of EJ populations are located.

The results of this review, in combination with the Study's formal EJ Analysis, will help inform and guide MDOT SHA and the Developer where EJ initiatives and outreach should be focused both prior to issuance of the ROD and implemented during final design and construction. Information on engagement outreach, and community enhancements to EJ populations is provided in **Section 5.5**.

Figure 5-2: Maryland EJSCREEN EJScore for Census Tracts in the Analysis Area



B. Limited English-Speaking Households

Executive Order 13166 *Improving Access to Services for Persons with Limited English Proficiency* (2000) requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. A person who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English may be LEP. In accordance with MDOT SHA's *Title VI Program Implementation Plan* (2015), "MDOT SHA will provide translation services to individuals that have limited ability to read, write, speak or understand English. SHA will seek to communicate with LEP populations and provide LEP individuals meaningful access to SHA programs and activities."[35] Interpretation services, particularly Spanish and American Sign Language (ASL), have been available both proactively and by request at each Public Workshop, Public Hearing, and applicable outreach event held for the study.

ACS Five-Year Estimates (2015-2019) data on limited English-Speaking households was evaluated to identify potential LEP populations within the EJ Analysis Area where specific LEP supporting outreach could be targeted. The ACS allows respondents to identify one's household as English-speaking only, Spanish-speaking, other Indo-European language-speaking, Asian and Pacific Island language-speaking, or other language-speaking. Respondents who identify as part of a non- English-speaking only household further classify as either a "limited English-speaking household" or, "not a limited English-speaking household."

The average proportion of LEP households within EJ Analysis Area was 5.5 percent. In comparison, the proportion of LEP households was lower in Montgomery and Fairfax Counties at 4.4 percent, and in Maryland at 1.8 percent. Of the 66 block groups within the EJ Analysis Area, 26 had an above-average percent of LEP households. Ten of the above-average block groups are block groups already identified as EJ populations; the remaining 16 above-average block groups are not considered EJ populations. The block groups in **Table 5-5** have an above-average (5.5 percent and above) percent of LEP households.

Table 5-5: Block Groups within the EJ Analysis Area with Above-Average LEP Households

EJ Analysis Area Community	Block Group	Percent LEP Households (Above-Average)	EJ Population?
Gaithersburg	7007.17 - 1	9.4%	yes
	7007.17 - 3	24.0%	yes
	7007.17 - 4	12.4%	yes
	7008.16 - 1	7.0%	yes
	7008.16 - 2	9.6%	yes
	7008.17 - 2	12.8%	no
	7008.17 - 3	7.1%	yes
Rockville	7007.18 - 1	6.1%	no
	7007.18 - 2	6.1%	no
	7010.01 - 3	12.8%	no
	7010.02 - 3	5.5%	no

[35] MDOT SHA Title VI Program Implementation Plan accessed at https://www.roads.maryland.gov/OEO/TitleVI-Program-Implementation-Plan.pdf.

	7010.04 - 2	7.5%	no
	7010.06 - 1	17.8%	no
	7010.06 - 2	7.2%	no
	7010.07 - 1	7.4%	yes
	7012.11 - 3	33.3%	no
North Bethesda	7012.15 - 3	6.3%	yes
	7045.01 - 1	15.2%	no
	7045.01 - 3	15.2%	no
Bethesda	7044.03 - 1	5.8%	no
	7044.04 - 4	6.0%	no
Potomac	7012.06 - 2	7.2%	no
	7060.08 - 2	5.5%	no
	7060.12 - 1	12.1%	no
	7060.12 - 2	10.6%	yes
	7060.12 - 3	32.4%	yes

C. Free and Reduced-Price Lunch Programs

The Virginia Department of Education (VDOE 2019-2020) and Maryland State Department of Education (MSDE 2019-2020) provide annual data on public school student enrollment in the free and reduced-price lunch program. Overall, 33.7 (33.7) percent of students enrolled in Montgomery County Public Schools receive Free and Reduced-Price (F&R) program benefits. Within the EJ Analysis Area, an average of 20.4 percent of students receive F&R program benefits. The six schools in **Table 5-6** have an above-average population of students who receive F&R program benefits.

Table 5-6: EJ Analysis Area Schools with Above-Average Free and Reduced Lunch Program Participation

EJ Analysis Area Community	School	Percent F&R Program Participation (Above-Average)	Block Group	EJ Population?
Gaithersburg	**Summit Hall Elementary School**	79.6%	7007.17 - 3	yes
	Rosemont Elementary School	57.4%	7007.17 - 4	yes
	Gaithersburg High School	42.1%	7007.17 - 1	yes
	Fields Road Elementary School	37.5%	7008.16 - 2	yes
Rockville	**Beall Elementary School**	29.9%	7010.05 - 1	no
	Julius West Middle School	27.8%	7010.05 – 1	no

Source: Maryland State Department of Education (2019-2020); Virginia Department of Education (2019-2020)

Four of the six of the schools with an above-average percentage of F&R program participation are in block groups already identified as EJ populations, with the exception of Beall Elementary School (located in block group 7010.05 - 1) and Julius West Middle School (located in block group 7010.05 – 1). No Fairfax County public schools in the EJ Analysis Area have above-average percentage of F&R program participation.

D. Places of Worship

Additionally, to support and facilitate outreach efforts, places of worship located within EJ Analysis Area Communities that contain minority or low-income populations were identified. These include:

- Beth Sholom Congregation and Talmud Torah Synagogue
- Bethesda United Church of Christ
- Cabin John United Methodist Church
- Centro Cristiano Peniel
- Chinese Bible Church of Maryland
- Church of the Ascension
- Clinton AME Zion Church
- Concord Church
- Congressional Heights Baptist Church
- Cross Community
- Emmanuel Lutheran Church
- Epworth United Methodist Church
- Ezra Israel Congregation
- First Assembly of God Church
- First Baptist Church
- First Baptist Church of Rockville
- First Christ Church of Scientist
- Friends Meeting Church
- Gaithersburg Presbyterian Church
- Geneva United Presbyterian Church
- Good Shepherd Lutheran Church
- Greek Orthodox Church of Saint George
- Hermon Church
- Iglesia de Dios
- Iglesia Hispana Centro Cristiano de Rockville
- Immanuel Presbyterian Church
- Interfaith Works Community Ministry of Montgomery County
- Islamic Center of Maryland
- Islamic Community Center of Potomac
- Islamic Education Center
- Jerusalem - Mount Pleasant United Methodist Church
- Kingdom Hall of Jehovah's Witnesses
- Korean Presbyterian Church of Rockville
- Latvian Lutheran Church
- Living Faith Lutheran Church
- Magen David Sephardic Congregational Synagogue
- McLean Bible Church
- Mount Calvary Baptist Church
- Mount Zion Church (historical)
- National Korean United Methodist Church
- North Bethesda United Methodist Church
- Our Lady of China Pastoral Center
- Rockville Christian Church
- Rockville Church of Christ
- Rockville Church of God
- Rockville Presbyterian Church
- Rockville Seventh Day Adventist Church
- Saint Bartholemew Church
- Saint George Coptic Orthodox Church
- Saint James Episcopal Church
- Saint Jane DeChantel Church
- Saint Mark Orthodox Church
- Saint Mark United Presbyterian Church
- Saint Raphael Catholic Church
- Trinity Lutheran Church
- Ursuline Academy Convent
- Wildwood Baptist Church

E. Affordable Housing Complexes

The HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, and Fairfax County Redevelopment and Housing Authority were consulted to locate affordable housing complexes with subsidized units within the EJ Analysis Area. Affordable housing complexes are identified in their respective Community Profile in **Section 4** and **Appendix D** and in **Table 5-7**. In the EJ Analysis Area, a total of 21 housing complexes rent units at affordable, below-market rates for qualifying households. Twelve of the 21 affordable housing complexes are located in EJ populations.

Table 5-7: Affordable Housing Complexes in the EJ Analysis Area

EJ Analysis Area Community	Affordable Housing Complex	Block Group	Located in EJ Population?
Gaithersburg	17 Barkley Apartments	7007.17 - 1	yes
	Amber Commons Apartments	7007.17 - 1	yes
	Montgomery Club VI	7007.17 - 3	yes
	Rosedale Apartments	7007.17 - 4	yes
	Montgomery Housing Inc	7008.16 - 1	yes
	Brighton Village Apartments	7008.16 - 1	yes
	Camden Washingtonian	7008.16 - 2	yes
	The Villages of Gaithersburg	7008.16 - 2	yes
	The Crossing at Washingtonian Center	7008.17 - 2	no
	Cadence at Crown	7008.17 - 3	yes
	The Flats at Shady Grove	7012.11 - 3	no
Rockville	Huntington at King Farm	7007.18 - 1	no
	Gables Upper Rock	7007.18 - 2	no
	Thomas Street Housing	7010.05 - 1	no
	Post at Falls Grove	7010.07 - 1	yes
	Camden at Falls Grove	7010.07 - 2	no
North Bethesda	Timberlawn Crescent	7012.15 - 3	yes
	St. Luke's Homes, Inc.	7044.01 - 1	no
Potomac	Chelsea Towers	7060.12 - 1	no
	Magruder's Discovery	7060.12 - 1	no
	Lakeview House Apartments	7060.12 - 3	yes

F. Food Stamps/SNAP Benefits

American Community Survey Five-Year Estimates (2015-2019) were used to collect data on households utilizing Food Stamps/SNAP benefits. Thirty-one of the 66 block groups within the EJ Analysis Area contain households receiving Food Stamps/SNAP benefits; the remaining 35 block groups do not contain populations receiving Food Stamps/SNAP benefits. The average percent of households receiving Food Stamps/SNAP benefits for the 31 block groups is 4.8 percent. Of these 31 block groups, 11 have a proportion of households that receive Food Stamps/SNAP benefits at or above the five percent EJ Analysis Area average; these block groups are shown in **Table 5-8**.

Table 5-8: EJ Analysis Area Populations with Above-Average Households Utilizing Food Stamps/SNAP

EJ Analysis Area Community	Block Group	Percent Households Utilizing Food Stamps/SNAP (Above-Average)	EJ Population?
Potomac	7060.12 - 1	12.9%	no
	7060.12 - 3	19.4%	yes
North Bethesda	7045.01 - 4	5.7%	yes
Bethesda	7044.04 - 4	7.7%	no
Gaithersburg	7007.17 - 1	7.6%	yes
	7007.17 - 3	5.9%	yes

	7007.17 - 4	11.0%	yes
Rockville	7010.01 - 2	5.7%	no
	7010.01 - 3	5.3%	no
	7010.02 - 3	10.2%	no
McLean	4801.00 - 4	6.5%	no

G. Equity Emphasis Areas

The National Capital Region Transportation Planning Board (TPB) has designated Census tracts with higher-than-average concentrations of minority, low-income populations, or both, as Equity Emphasis Areas (EEA). EEAs are used in regional transportation planning to identify areas to target transportation improvements.

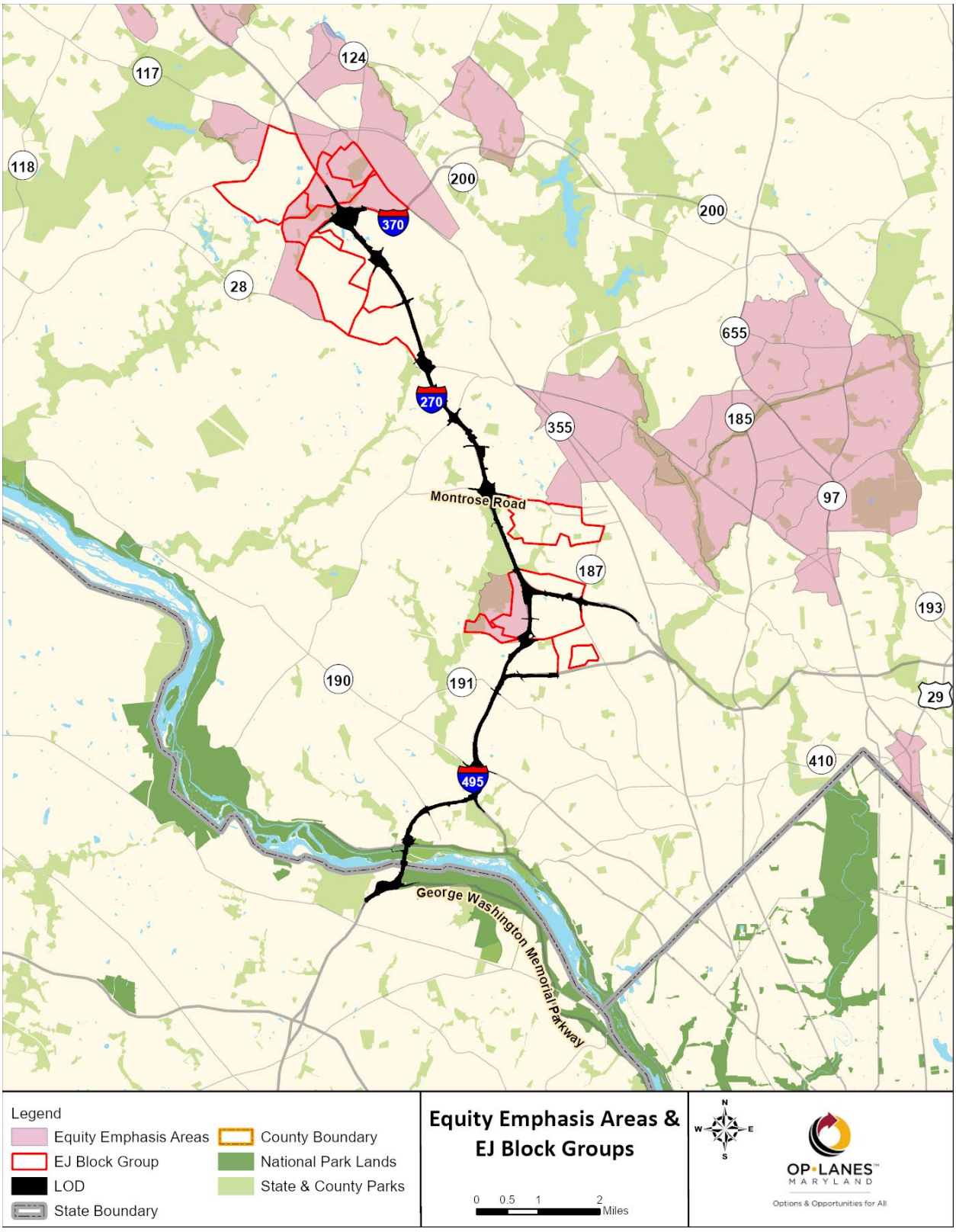
The EEA were reviewed to determine any overlap with block groups identified in this Study methodology as EJ populations.[36] Of 66 total block groups within the EJ Analysis Area, 15 overlap with Equity Emphasis Areas, as shown in **Table 5-9** and **Figure 5-3**.

Table 5-9: Block Groups within EJ Analysis Area that Overlap with Equity Emphasis Areas

EJ Analysis Area Community	Block Group	EJ Population?
Gaithersburg	7007.17 - 1	yes
	7007.17 - 3	yes
	7007.17 - 4	yes
	7008.16 - 1	yes
	7008.16 - 2	yes
	7008.17 - 1	yes
	7008.17 - 2	no
	7008.17 - 3	yes
	7008.29 - 1	yes
Rockville	7007.18 - 1	yes
	7010.01 - 2	no
	7010.01 - 3	no
	7010.04 - 4	no
	7010.05 - 1	no
	7010.05 - 2	no

36 Note that the TPB methodology uses Census tracts, which encompass a larger geographic area than the Census block groups used in this EJ Analysis. As such, the comparison of EEAs and EJ populations is not a one-to-one geographic comparison.

Figure 5-3: Equity Emphasis Areas and Environmental Justice Populations



H. MDOT SHA Voluntary Demographic Survey

It is MDOT SHA policy to offer a demographic survey to voluntarily complete for attendees of MDOT SHA public meetings. Ten attendees of the November 1, 2021 Virtual Public Hearing completed the survey. Eight survey respondents identified as White, one respondent identified as Asian, and one respondent identified as "other" race; one respondent was in the 18 to 40 age bracket, four were in the 40 to 65 age bracket, and five were in the 65 and over age bracket. Additionally, no survey respondents identified as having a disability to be accommodated at the Virtual Hearing, and no survey respondents identified any other language than English spoken at home. Note that, due to the voluntary nature of the survey and the small sample size, the results of the survey may not accurately represent the demographics of all the Virtual Public Hearing attendees.

5.4.5 Summary of the Existing Conditions of Environmental Justice Populations

EJ populations are highlighted and identified with "yes" in the Minority Population column of **Table 5-2** and "yes" in the Low-Income Population column of **Table 5-3**, as well as depicted in **Figure 5-1**. In total, 16 block groups within the EJ Analysis Area were identified as EJ populations. Block groups identified as EJ populations that have a minority population exceeding 49 percent of the total block group population are highlighted in blue, those with a median income less than $69,850 are highlighted in yellow, and those that were identified as both minority and low-income populations are highlighted in green in **Figure 5-1**; the identification methodology for EJ populations is described in **Section 5.2**. The 16 EJ populations are located in the Analysis Area Communities of Gaithersburg, Rockville, Potomac, and North Bethesda.

As detailed in **Section 5.4.4** above, supplemental community data was reviewed to understand if there were any block groups or Analysis Area Communities not identified through this Study's EJ Analysis methodology that could benefit from the additional engagement given the formally identified EJ populations. Synthesizing the EJ Index scores above the 50th percentile from the EPA and MD EJSCREEN mapping tools,[37] plus the data on above-average limited English-Speaking households, low-income subsidized housing, households receiving Food Stamps/SNAP benefits, student participation in free and reduced-price lunch programs, and Equity Emphasis Areas, the non-EJ populations identified in **Table 5-10** may benefit from the additional EJ engagement.

Table 5-10: **Non-EJ Populations Identified for Additional EJ Engagement via Supplemental Data**

EJ Analysis Area Community	Non-EJ Block Group within the EJ Analysis Area	Supplemental Data Results
Gaithersburg	7008.17 - 2	• Above-Average Percent LEP Households • One Affordable Housing Complex • Overlap with Equity Emphasis Area • Tract Above 50th percentile- MD EJSCREEN Index Score
Rockville	7007.18 - 1	• Above-Average Percent LEP Households • Above 50th percentile- EPAEJSCREEN indicator: Lead Paint

[37] Excludes EPA EJSCREEN EJ index score for Wastewater Discharge Indicator due to incomplete dataset.

		• One Affordable Housing Complex
	7007.18 - 2	• Above-Average Percent LEP Households • Above 50th percentile- EPAEJSCREEN- Lead Paint • One Affordable Housing Complex

	7010.01 - 3	• Above-Average Percent:
		  ○ LEP Households
		  ○ Food Stamps/SNAP
		• Above 50th percentile- EPAEJSCREEN- Lead Paint
		• Overlap with Equity Emphasis Area

	7010.02 - 3	• Above-Average Percent
		  ○ Food Stamps/SNAP
		  ○ LEP Households
		• Above 50th percentile- EPAEJSCREEN- Underground Storage Tanks

	7010.05 - 1	• One Affordable Housing Complex • Overlap with Equity Emphasis Area • Tract Above 50th percentile- MD EJSCREEN Index Score • Two Schools with Above-Average Percent F&R Program Participation

North Bethesda	7012.05 - 3	• Above 50th percentile- EPAEJSCREEN indicators:
		  ○ Lead Paint
		  ○ RMP Proximity
		  ○ Superfund Proximity

Bethesda	7044.04 - 4	• Above-Average Percent:
		  ○ Food Stamps/SNAP
		  ○ LEP Households
		• Above 50th percentile- MD EJSCREEN EJ Score TRACT

Potomac	7060.12 - 1	• Above-Average Percent
		  ○ Food Stamps/SNAP
		  ○ LEP Households
		• Above 50th percentile- EPAEJSCREEN indicators:
		  ○ Air Toxics Cancer Risk
		  ○ Diesel PM
		  ○ Respiratory Hazard
		  ○ Ozone
		  ○ PM2.5
		  ○ RMP Proximity
		  ○ Superfund Proximity
		  ○ Traffic Proximity/Volume
		• Tract Above 50th percentile- MD EJSCREEN Index Score
		• Two Affordable Housing Complexes

McLean	4801.00 - 4	• Above-Average Percent Food Stamps/SNAP
		• Above 50th percentile- EPAEJSCREEN indicators:
		  ○ Air Toxics Cancer Risk
		  ○ Respiratory Hazard
		  ○ Ozone
		  ○ PM2.5

		○ RMP Proximity ○ Superfund Proximity ○ Underground Storage Tanks

5.5 Public Outreach with Environmental Justice Populations

In addition to standard public notifications of the availability of the DEIS and announcement of the Public Hearings and associated comment period (as documented in **FEIS, Chapter 8**), MDOT SHA implemented additional notification methods to encourage meaningful involvement by low-income and minority race/ethnicity populations, as well as other traditionally marginalized populations in review of the DEIS and SDEIS and participation in the Public Hearings and comment periods.

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

Environmental Justice outreach efforts for publication of the DEIS and notification of the Public Hearings and comment period include the following:

- Mailed and/or emailed flyers in English, Spanish, Amharic, and French[38] flyers to approximately 200 affordable housing complexes, schools, and places of worship[39] along the study corridors. Emailed PDFs of these flyers to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.
- Uploaded to the project website the DEIS Executive Summary translated into Spanish, Amharic, and French.
- Provided hard copies of the translated DEIS Executive Summary at the DEIS viewing locations.
- Spanish language advertisements in *El Tiempo Latino*, *Washington Hispanic*, and on *eltiempo.com*.
- Additional County outreach:
    - Montgomery County News press release;
    - Inclusion in Montgomery County Executive's weekly newsletter;
    - Inclusion in Montgomery County Department of Transportation bi-weekly newsletter and social media posts;
    - Distribution of flyer via M-NCPPC Prince George's County Planning email databases:
        - Planning Department listserv with approximately 19,200 email addresses
        - Community Association listserv with approximately 700 email addresses
    - Inclusion in Prince George's County social media posts; and
    - Coordination with Prince George's County Faith-Based Advisory Board to distribute information to their ministry listserv with approximately 70 email addresses.

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

[39] Includes Environmental Justice (EJ)- area schools with above-average participation in the Free and Reduced-price Meals Program; places of worship in EJ areas; and all affordable-housing complexes within CEA Analysis Area, plus Prince George's County along the study corridors.

- Additional translation of flyer to Simplified Chinese, Korean, Malayalam, Punjabi, Tagalog, and Yoruba, uploaded to the project website, and distribution of hard copies to groceries largely serving immigrant communities:
    - ALDI (Beltsville, Lanham);
    - Anarkali Bazar (Greenbelt);
    - Giant Food (Greenbelt, Largo, Marlow Heights);
    - Global International Grocery (Silver Spring);
    - Great Wall Supermarket (Rockville);
    - Jumbo Food International Supermarket (Temple Hills);
    - La Colonia International Supermarket (Camp Springs);
    - Las Americas Market (Rockville);
    - Latino Market Grocery (Gaithersburg);
    - Lidl (District Heights);
    - Periyar Asian Grocery (Landover Hills);
    - Safeway (Greenbelt);
    - Save A Lot (Forestville); and
    - Shoppers (College Park, Forestville, Largo, New Carrollton).

Refer to **Appendix G** for EJ outreach materials used for the notification and public comment period associated with the DEIS.

5.5.2 Publication of SDEIS, Public Hearing, and Associated Comment Period

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

- Newspaper print advertisements in *El Tiempo Latino*, *Washington Hispanic* and digital advertisements on *Afro.com*, and *Eltiempo.com,* and *Fairfaxtimes.com*.
- Ran additional online digital advertisements three weeks prior to the virtual public hearing, including digital advertisements targeted black and African American and Hispanic adults likely to own a home and commute over 20 miles daily using I-270 or I-495 via geofencing.[40]
- Ran Spanish-language radio advertisements two weeks prior to the virtual public hearing on WLZL-FM, a Spanish-language station that broadcasts to the Washington-Baltimore metropolitan area. The radio spot emphasized the virtual public hearing and project website.
- Developed a flyer to outreach to EJ populations that featured an emphasis on SDEIS availability, ways to comment, and the announcement of Virtual Public Hearing; the flyer included a QR code

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

to link to SDEIS availability on the project website. The flyer was translated into in Spanish, Amharic, French, Chinese, and Korean based on the top languages spoken by LEP populations in Montgomery County as identified in the 2020 Montgomery County Department of Transportation *Language Assistance Plan*.

- Mailed flyer to approximately 200 affordable housing complexes, schools, and places of worship along the study corridors. PDFs of these flyers were emailed to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.
- Mailed flyers to county advisory boards and community groups who serve minority race and ethnicity and other traditionally marginalized populations. PDFs of these flyers were emailed to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution. Advisory boards and community groups include, but are not limited to, the following:
    - Montgomery County
        - Faith Community Advisory Council
        - Gilchrest Immigrant Resource Center
        - Department of Housing and Community Affairs
        - Community Reach, Commission on People with Disabilities
        - Health and Human Services Latino Health Initiative
        - Literacy Council
        - DOT Division of Transit Services
        - Health and Human Services Office of Community Affairs
        - Office of Community Partnerships
        - Sidney Kramer Upcountry Regional Services Center
        - Health and Human Services Asian American Health Initiative
        - Office of Community Relations
        - Department of Social Services Internal and External Affairs
- Prince George's County:
    - Housing Authority
    - Community Outreach Promoting Empowerment Section (COPE)
    - Literacy Council
    - Aging and Disabilities Services Division
- Distributed hard copies of the translated flyer to grocery stores largely serving immigrant communities and libraries in Montgomery, Prince George's, and Frederick Counties. [41]
    - Admas International Market (Hyattsville)

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

- ALDI (Beltsville and Lanham)
- Anarkali Bazar (Greenbelt)
- Asian Super Market (Frederick)
- Brunswick Branch Library (Brunswick)
- C. Burr Artz Public Library (Frederick)
- Chevy Chase Library (Chevy Chase)
- Davis (North Bethesda) Library (Bethesda)
- Ebenezer International Market (Frederick)
- Edward Fry Memorial Library at Point of Rocks
- El Eden International Market 2 (Frederick)
- Favor International Food (Silver Spring)
- Frederick Bazaar-Indian-Pak Grocery Store (Frederick)
- Giant Food (Greenbelt, Lanham, Upper Marlboro, and Marlow Heights)
- Glenarden Branch Library, PGCMLS (Glendarden)
- Global International Grocery (Silver Spring)
- Great Wall Supermarket (Rockville)
- Halal Market (Frederick)
- Hampton Park Post Office (Capitol Heights)
- Jumbo Food International Supermarket (Temple Hills)
- Kenilworth Post Office (Riverdale Park)
- Kensington Park Branch(Kensington)
- La Chiquita Grocery (Frederick)
- La Colonia International Supermarket (Camp Springs)
- Lagos Market International (Forestville/District Heights)
- Largo Post Office (Upper Marlboro)
- Largo-Kettering Branch Library, PGCMLS (Largo/Upper Marlboro)

- Las Americas Market (Rockville)
- Latino Market Grocery Inc (Gaithersburg)
- Lidl (District Heights)
- Megamart Gaithersburg (Gaithersburg)
- Mercado Latino (Beltsville)
- Mi Pueblo International Market (Frederick)
- Middletown Public Town (Middletown)
- Myersville Community Library (Myersville)
- New Carrollton Branch Library, PGCMLS (New Carrollton/Hyattsville)
- Orange Latin Market, Colombian & South American products (Gaithersburg)
- Periyar Asian Grocery (Landover Hills)
- Potomac Branch (Potomac)
- Rockville Post Office (Rockville)
- Safeway (Greenbelt)
- Savanna International Market Inc (Gaithersburg)
- Save A Lot (Forestville)
- Shoppers (Bowie, College Park, New Carrolton, Forestville, Largo/Upper Marlboro)
- Spauldings Branch Library (District Heights)
- Temple Hills Post Office (Temple Hills)
- Urbana Regional Library (Frederick/Urbana)
- Walkersville Public Library (Walkersville)
- Wegmans (Lanham)
- West Lake Post Office (Bethesda)

- Contact was made to distribute flyers via Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning email databases.

Additionally, translated versions of the SDEIS Executive Summary were posted to the project website, and all SDEIS documents were made Section 508-compliant on the project website. An online presentation

was setup on the project website where users could view the informational display boards in a web-based format that could be translated into multiple languages using Google Translate.

Refer to **Appendix G** for EJ outreach materials used for the notification and public comment period associated with the SDEIS.

5.5.3 Environmental Justice Working Group and Environmental Justice Engagement Initiatives

A. Environmental Justice Working Group

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

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

EJ Working Group meetings have occurred on the dates listed in **Table 5-11.**

Table 5-11: Environmental Justice Working Group Meetings and Coordination

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

Based on ideas provided by MDOT SHA in the draft EJ Public Outreach Plan: SDEIS/FEIS/ROD and agreed upon by the EJWG, MDOT SHA initiated contact with Montgomery County, local advisory group leads, the City of Rockville, the City of Gaithersburg, and regional organizations to leverage their local knowledge and experience with community engagement and to seek recommendations on potential community enhancements. Contact was made with the University of Maryland, Center for Community Engagement, Environmental Justice, and Health (CEEJH) Laboratory, as well as the following Montgomery County Advisory Groups:

- African Affairs Advisory Group
- Asian Pacific Advisory Group
- Caribbean American Advisory Group
- Faith Community Advisory Council
- Latin American Advisory Group
- LGBTQ Advisory Group
- Middle Eastern American Advisory Group
- Senior Community

A meeting with MDOT SHA and the CEEJH Laboratory Director and faculty was held on October 20, 2021 to share EJ Analysis methodology and the targeted EJ outreach conducted to date, as well as seek additional suggestions for outreach and potential community enhancement efforts. Regarding the EJ Analysis methodology, general feedback received from the CEEJH suggested that data on environmental conditions should be used to supplement demographic data in the identification of populations of EJ concern, as living with overburdened environmental stressors is a key feature of EJ populations. Additionally, given the roadway-focused nature of the project, MDOT SHA was encouraged to focus on public health impacts from air quality impacts due to traffic proximity, as poor air quality contributes directly to many health concerns.

The discussion with CEEJH Laboratory underscored the importance of incorporating EPA and MD EJSCREEN data in the EJ Analysis (see Section 59), which provides data on existing environmental conditions along the study corridors. Additional organizations were also added to ongoing EJ outreach efforts.

MDOT SHA initiated communication with Montgomery County Advisory Groups and planners from the City of Rockville and City of Gaithersburg in Fall 2021, also to share targeted EJ outreach conducted to date and seek additional suggestions for outreach and potential community enhancement efforts. MDOT SHA requested the advisory groups to response to questions regarding the location of EJ populations, methods of communication, commonly spoken non-English languages, community enhancement priorities, and survey distribution options. The City of Rockville provided detailed information in response to the request including suggested methods for communication, languages and enhancement priorities within the City.

B. Environmental Justice Engagement Initiatives

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

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

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

The survey was open for approximately six weeks, allowing respondents to complete the questions at their own pace. In addition to English, the survey was provided in Spanish, French, Amharic, Chinese, and Korean— the same top five non-English spoken languages that DEIS and SDEIS materials were translated into based on Montgomery County's Department of Transportation 2020 *Language Assistance Plan*. The survey and results are provided in the *Environmental Justice Outreach and Engagement Initiative for the Preferred Alternative* in **Appendix H**.

In addition to the direct face-to-face engagement, postcards, flyers, yard signs, targeted social media, local agency and community organization coordination were used to promote the survey. Promotional materials included a QR code with a direct link to the survey online; the flyer also included the survey questions themselves. All materials were translated into the top five non-English languages identified above. Postcards and flyers were placed at local health clinics, specialty markets, grocery stores and places of worship. Yard signs with the QR code were placed at affordable housing complexes and near bus transit stations. In addition, an email with the survey was sent to 230 community email addresses informing people about the survey, inviting them to participate, and encouraging them to share the information with their community. Lastly, approximately 49 places of worship were contacted and, where allowed postcards and yard signs with the QR code were distributed.

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

Question #1: Transportation improvements needed:

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

Question #2: Neighborhood needs:

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

Question #3: Environmental problems in your community:

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

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

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

For additional detail, refer to the *Environmental Justice Outreach and Engagement Initiative* for the Preferred Alternative in **Appendix H**.

5.6 Identification of Beneficial and/or Adverse Impacts to Environmental Justice Populations & Consideration of Mitigation or Community Enhancement Measures

Both beneficial and/or adverse effects to the existing conditions of EJ populations are considered in this EJ Analysis. Effects described in this section include physical impacts to existing private property, including community facility property, as well as physical impacts to transportation right-of-way. Per FHWA EJ Order 6640.23A, consideration is also given to effects on the following environmental characteristics: demographics, traffic, human health and safety; air quality; noise/vibration; water quality; hazardous materials; natural resources; visual landscape and aesthetic values; economy and employment; access and mobility; community cohesion/isolation and quality of life; and tolling considerations. Also considered in this section are mitigation and community enhancement measures for each resource, as applicable.

5.6.1 No Build Alternative

The No Build Alternative would not result in any Study-related construction and therefore no land use conversions or property acquisitions are required; no direct impacts would occur in EJ populations. Increased traffic congestion under the No Build Alternative would contribute to increased overflow congestion on the local road network. As a result, the No Build Alternative could result in increased response times for emergency services and increased travel times to community facilities, especially during peak travel periods.

Existing congestion on I-495 and I-270 occur for periods of ten to seven hours per day, respectively. Re-occurring congestion results in vehicles idling for extended periods which can increase emissions and impact air quality. The No Build Alternative would not address the existing congestion experienced along the study corridors.

5.6.2 Preferred Alternative

The Preferred Alternative would address existing and long-term traffic growth, including improvement to the local roadway network, increased trip reliability, enhanced multimodal connectivity and mobility, and additional travel options as described in **FEIS, Chapter 3** and as detailed in the traffic analysis in **FEIS, Chapter 4 and FEIS, Appendix A**. The impacts of the Preferred Alternative on various characteristics of EJ populations are presented in this section. Where quantifiable, the impacts are provided in a table for all EJ populations so the reader can better understand the distribution of impacts. A comparison of the impacts within EJ populations to the impacts within non-EJ populations is provided in **Section 5.7**.

Note that the nature of some of the following characteristics (aside from property) makes it difficult to precisely quantify effects at the block group-level. Therefore, the effects on these characteristics within EJ populations are described in a primarily qualitative manner.

A. Property

a. Beneficial and/or Adverse Impacts

As shown in **Table 5-12**, partial property impacts would occur in six of the 16 EJ populations. Total partial property acquisition in EJ populations is 14.3 acres (12.3 acres permanently acquired and 2.0 acres temporarily acquired) from 31 property parcels. These permanent acquisitions are primarily strips of land, or strip takes, from undeveloped areas or areas of trees and landscaping in yards that back to I-495 or I-270 along the Phase 1 South limits. Note that permanent acquisitions may also occur to properties further away from I-495 or I-270 to accommodate offsite stormwater management facilities. (Offsite stormwater management locations are preliminary at this point in the Study and are being developed as part of the *Compensatory Plan* in **FEIS, Appendix D**.) No property displacements would occur under the Preferred Alternative.

All property impacts are included in the LOD and the calculations presented in **Table 5-12**. Impacted properties under the Preferred Alternative are shown on the Environmental Resource Mapping in **FEIS, Appendix E**.

Table 5-12: Property Impacts in Environmental Justice Populations

EJ Analysis Area Community	EJ Population	Number of Impacted Properties*	Property Acquisition (acres)		
			Total	*Perm.*	*Temp.*
Gaithersburg	7007.17 - 1	—			
	7007.17 - 3	—			
	7007.17 - 4	1	**0.2**	*0.2*	—
	7008.16 - 1	—			
	7008.16 - 2	2	**0.4**	*0.4*	*<0.1*
	7008.17 - 1	7	**2.0**	*2.0*	*<0.1*
	7008.17 - 3	—			
	7008.29 - 1	—			
Rockville	7010.07 - 1	8	**1.9**	*0.9*	*1.1*
North Bethesda	7012.15 - 2	—			
	7012.15 - 3	—			
	7012.15 - 4	—			

	7045.01 - 2	7	**2.2**	*1.5*	*0.7*
	7045.01 - 4	—			
Potomac	7060.12 - 2	—			
	7060.12 - 3	6	**7.5**	*7.2*	*0.3*

Note: "—" indicates zero property impacts.

b. Mitigation

All affected private property owners would be compensated for the fair market value of the acquired portion of land and any damages to the remaining property and structures; this includes compensation for temporary use of land for the construction of the Preferred Alternative. Ongoing coordination with area businesses would occur to prevent or minimize both short- and long-term disruptions. *Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs* information is provided in **Appendix E**.

B. Community Facilities and Services and Section 4(f) Properties

a. Beneficial and/or Adverse Impacts

No impacts would occur to community facility properties and services in EJ populations.

The Preferred Alternative would impact two Section 4(f) properties in EJ populations in the Gaithersburg and North Bethesda EJ Analysis Area Communities. The impacted public park and public park with historic properties (Section 4(f) properties) are shown in **Table 5-13**.

Table 5-13: Impacts to Public Parks, Public Parks with Historic Properties, and Historic Sites* (Section 4(f) Properties) in Environmental Justice Populations

EJ Analysis Area Community	EJ Population	Section 4(f) Property	Property Acquisition (acres)		
			Total	***Perm.***	***Temp.***
Gaithersburg	7007.17 - 1	—			
	7007.17 - 3	—			
	7007.17 - 4	—			
	7008.16 - 1	—			
	7008.16 - 2	Malcolm King Park	**0.5**	*0.4*	*<0.1*
	7008.17 - 1	—			
	7008.17 - 3	—			
	7008.29 - 1	—			
Rockville	7010.07 - 1	—			
North Bethesda	7012.15 - 2	—			
	7012.15 - 3	—			
	7012.15 - 4	—			
	7045.01 - 2	Academy Woods	**0.2**	*0.2*	—
	7045.01 - 4	—			
Potomac	7060.12 - 2	—			
	7060.12 - 3	—			

Note(s): "—" indicates zero property impacts. Since the SDEIS, Morris Park in block group 7007.17 – 4 is now avoided by the Preferred Alternative LOD.

**Historic sites analyzed as part of the Section 4(f) Evaluation.*

b. Mitigation

Because no community facility properties and services within EJ populations are impacted, no mitigation is required.[42]

Mitigation for impacts to Section 4(f) properties has been coordinated extensively with the Officials with Jurisdiction (OWJ) over the impacted park properties. The final mitigation commitments have been developed to include all possible planning to minimize harm. These measures include, but are not limited to, the following: landscaping, replacement land, visual and noise barriers, ecological and stream restoration, and funding of park related buildings and amenities. Refer to **FEIS, Chapters 6 and 7** and **FEIS, Appendix G** for additional details.

C. Demographics

a. Beneficial and/or Adverse Impacts

Implementation of the Preferred Alternative would not result in changes to the existing population size or demographic characteristics (age and sex, disability, household income, race and ethnicity, Limited English Proficiency, Free and Reduced Lunch program of Food Stamps/SNAP program participation) of the EJ Analysis Area, including the existing population size or demographic characteristics of EJ populations. No property relocations would occur under the Preferred Alternative.

b. Mitigation

Because the existing population size or demographic characteristics of EJ populations would not be impacted, no mitigation is required.

D. Traffic

a. Beneficial and/or Adverse Impacts

Traffic projections were typically measured in segments along the study corridors. As shown in **Figure 5-1**, the 16 EJ populations are located primarily along the I-270 Y-Split and I-270 in the Potomac, North Bethesda, Gaithersburg, and Rockville EJ Analysis Area Communities.

To determine traffic impacts proximal to the EJ populations, this EJ Analysis considers travel time and speed data[43] for the HOT and general purpose (GP) lanes along the following segments:

- I-270 Northbound from I-495 to I-370

[42] Note that the Gibson Grove A.M.E. Zion Church community in the EJ population 7060.09 – 3 in the Potomac EJ Analysis Area Community is closely associated with Morningstar Tabernacle No. 88 Moses Hall and Cemetery, the site of a late nineteenth-century African American benevolent society building and cemetery and Section 106 property. Project activities at Morningstar Tabernacle No. 88 Moses Hall and Cemetery include the construction of noise barrier within the LOD. No permanent or temporary impacts or ground disturbance within the cemetery boundary would occur. Existing conditions of and effects to the Morningstar Tabernacle No. 88 Moses Hall and Cemetery are being evaluated through the Section 106 process, which is documented in **FEIS Chapter 5, Section 5.7** and **FEIS Appendix I; FEIS Chapter 6** and **FEIS Appendix G**.

[43] Impacts to local roadway networks were modeled in terms of vehicle hours of delay at the county-level and are not broken down by corridor segments. Arterial roadways in Montgomery County, used by drivers from both EJ populations and non-EJ populations, are projected to experience an approximately five percent reduction in delay under the Preferred Alternative. Also note that vehicle delay and roadway Levels of Service (LOS) were measured for the length of the study corridors and are also not broken down by corridor segments. As such, no delay or LOS data is available for corridor segments proximal to EJ populations.

- I-270 Southbound from I-370 to I-495

Under the Preferred Alternative in 2045, the average travel times for drivers in the HOT lanes on I-270 northbound between I-495 to I-370 is projected to be eight minutes with an average speed of 63 mph in the AM peak hours and 12 minutes with an average speed of 45 mph in the PM peak hours. In the reverse, southbound direction, the average travel times for drivers in the HOT lanes on this segment would be eight minutes with an average speed of 62 mph in the AM peak hours and eight minutes with an average speed of 63 mph in the PM peak hours. Travel time indexes (TTI)[44] projected for both northbound and southbound I-270 HOT lanes between I-495 and I-370 indicate that drivers would experience uncongested conditions in the AM and PM peak hours along all of I-495 and I-270 in the study corridors.

Should use of the HOT lanes not be a feasible economic choice for drivers from EJ populations, all existing GP lanes would remain free and would also experience traffic improvements under the Preferred Alternative in 2045 along the corridor segments adjacent to EJ populations identified above. The average travel times for drivers in the GP lanes on I-270 northbound between I-495 to I-370 is projected to be nine minutes with an average speed of 61 mph in the AM peak hours and 20 minutes with an average speed of 27 mph in the PM peak hours. In the reverse, southbound direction, the average travel times for drivers in the GP lanes on this segment would be 12 minutes with an average speed of 45 mph in the AM peak hours and 10 minutes with an average speed of 58 mph in the PM peak hours. Travel time indexes (TTI) projected for both northbound and southbound I-270 GP lanes between I-495 and I-370 indicate that drivers would experience uncongested conditions in the AM and PM peak hours, with the exception of drivers on the northbound I-270 during the PM peak, who may experience heavy congestion.

Drivers from EJ populations may benefit from direct access to HOT lanes and/or direct access for transit vehicles to transit stations, particularly at locations proximal to EJ populations. However, implementation of HOT lanes direct access ramps would include the effects of construction experienced by those who live and commute near the construction sites, including EJ populations. See **Section N** for a discussion of construction impacts on EJ populations.

The direct access locations shown in **Table 5-14** are proposed within or adjacent to EJ populations.

Table 5-14: HOT Lanes Direct Access Locations in EJ Populations

EJ Analysis Area Community	EJ Population	Location/Description
Gaithersburg	7007.17 - 1	—
	7007.17 - 3	—
	7007.17 - 4	—
	7008.16 - 1	—
	7008.16 - 2	**I-270 at I-370**: a new interchange would be constructed for HOT lanes direct access to and from the south; the existing interchange ramps would be adjusted to accommodate widening of the mainline; direct access to Shady Grove Metro Station would also be provided

[44] TTI quantifies the average travel time and congestion levels during the peak periods and is defined as the ratio of the average (50th percentile) travel time during a particular hour to the travel time during free-flow or uncongested conditions.

	7008.17 - 1	—
	7008.17 - 3	—
	7008.29 - 1	—
Rockville	7010.07 - 1	**I-270 at Gude Drive**: a new interchange would be constructed for HOT lanes direct access
North Bethesda	7012.15 - 2	—
	7012.15 - 3	—
	7012.15 - 4	—
	7045.01 - 2	**I-495 at I-270 west spur**: a new interchange would be constructed for HOT lanes direct access; the existing interchange would be reconstructed to accommodate HOT lanes
	7045.01 - 4	—
Potomac	7060.12 - 2	**I-270 west spur at Westlake Terrace**: existing HOV only ramps to and from the north would be repurposed to HOT lanes direct access ramps; new ramps would be constructed for HOT lanes direct access to and from the south; direct access to Montgomery Mall Transit Center would also be provided
	7060.12 - 3	

Note: "—" indicates no new direct access would be added in or adjacent to the corresponding EJ population.

b. Mitigation

Mitigation would not be required for traffic effects on EJ populations, because, at a minimum, all existing general purpose lanes would remain free and would experience a decrease in congestion conditions under the Preferred Alternative.

The Interstate Access Point Approval (IAPA) will evaluate potential ways to mitigate increases in traffic volumes to ensure safe and efficient operations at the project termini and at all interchanges within the Preferred Alternative. Potential mitigation strategies include signal timing adjustments, adding or extending turn lanes, changing lane assignments, pedestrian and bicycle improvements, modification to intersections such as new traffic signals, and TDM strategies such as dynamic signage.

See **Section O** for tolling considerations and EJ populations.

E. Air Quality

a. Beneficial and/or Adverse Impacts

Currently, Montgomery County, Maryland and Fairfax County, Virginia are in attainment for all National Ambient Air Quality Standards (NAAQS) for airborne pollutants that have adverse impacts on human health and the environment (referred to as "criteria pollutants") with the exception of the 2015 8-hour ozone standard,[45] for which the counties are nonattainment. Because the Managed Lanes Study is located in an Environmental Protection Agency (EPA) attainment area for Carbon Monoxide (CO) and fine particulate matter ($PM_{2.5}$), no analysis of these pollutants was required; however, a CO analysis of emissions from affected intersections and interchanges was conducted for the DEIS for transparency and

[45] These counties were redesignated to attainment of the 2008 ozone NAAQS, effective May 15, 2019 (See: https://www.federalregister.gov/documents/2019/04/15/2019-06128/air-plan-approval-district-of-columbia-maryland-and-virginia-maryland-and-virginia-redesignation).

informational purposes since CO is a proxy for transportation emissions. The results of that analysis demonstrate that the worst-case interchanges and intersections for each Build and the No Build Alternative, using very conservative assumptions, would not cause or contribute to a violation of the CO NAAQS within the study corridor. See **FEIS, Chapter 5.8** and **FEIS, Appendix K** for additional details.

Ozone emissions are addressed in the regional air quality conformity analysis and there is no requirement to complete a project level analysis of ozone. The I-495 and I270 Managed Lanes Study is included in the federally mandated Air Quality Conformity Analysis that accompanies the National Capital Region Transportation Planning Board (TPB) *Visualize 2045* long-range plan. The *Visualize 2045* Air Quality Conformity Analysis is based upon the most current planning assumptions available for the Washington region, as well as the latest emissions factor model specified by EPA for use in these types of conformity assessments. As part of the air quality conformity determination, consultation with affected agencies such as the EPA, FHWA, FTA, and the Metropolitan Washington Air Quality Committee (MWAQC), plus the public, was completed.

The EPA has identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer drivers from their 1999 National Air Toxics Assessment. The nine compounds identified were acetaldehyde; acrolein; benzene; 1, 3-butadiene; diesel particulate matter (PM) plus diesel exhaust organic gases; ethylbenzene; formaldehyde; naphthalene; and polycyclic organic matter (POM). While FHWA considers these the priority MSATs, the list is subject to change and may be adjusted in consideration of future EPA rules. A quantitative assessment of MSAT emissions projections was conducted for the affected network for the Preferred Alternative. In general, all of the MSAT pollutant emissions are expected to increase slightly for the Preferred Alternative when compared to the No Build condition for 2025 and 2045, opening and design years, respectively. All MSAT pollutant emissions are expected to significantly decline in the opening and design years when compared to existing conditions (2016). These long-term reductions occur despite projected increase in VMT from 2016 to the 2025 and 2045 Build scenarios.

Because the Study is in attainment for criteria pollutants' NAAQS,[46] transportation conformity requirements do not apply for this Study, meaning no further project-level air quality analysis was required. For this reason, air quality modeling at a localized level—the level at which this EJ Analyses are otherwise conducted— is not available. Furthermore, due to industry-wide limitations in tools/techniques for measuring project-specific health outcomes,[47] detailed air quality effects on public health cannot be projected for any specific location along the Phase 1 South limits.

[46]These counties were redesignated to attainment of the 2008 ozone NAAQS, effective May 15, 2019 (See: https://www.federalregister.gov/documents/2019/04/15/2019-06128/air-plan-approval-district-of-columbia-maryland-and-virginia-maryland-and-virginia-redesignation).

[47] While much work has been done to assess the overall public health risk from traffic proximity and MSATs exposure, it is a continuing area of research and the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of a NEPA Study such as the MLS. The FHWA, Environmental Protection Agency (EPA), the Health Effects Institute, and others have funded and conducted research studies to more clearly define potential risks from MSAT emissions associated with highway projects. An overview of FHWA-sponsored MSAT research efforts is provided in *FHWA Guidance Appendix D- FHWA Sponsored Mobile Source Air Toxics Research Efforts* (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents). Please see FHWA Guidance Appendix D,

Generally speaking, however, it is understood that "[a]ir toxics emissions from mobile sources have the potential to impact human health" (FHWA, 2018). The Health Effects Institute (HEI), which has conducted several FHWA-funded studies as documented in *FHWA Guidance Appendix D- FHWA Sponsored Mobile Source Air Toxics Research Efforts* (see **FEIS, Appendix K**), published a literature review of 700 studies examining the public health effects of traffic-related air pollution. The HEI literature review concludes that

> *"[m]any aspects of the epidemiologic and toxicologic evidence relating adverse human health effects to exposure to primary traffic-generated air pollution remain incomplete. However, the Panel concluded that the evidence is sufficient to support a causal relationship between exposure to traffic-related air pollution and exacerbation of asthma. It also found suggestive evidence of a causal relationship with onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, total and cardiovascular mortality, and cardiovascular morbidity, although the data are not sufficient to fully support causality. For a number of other health outcomes, there was limited evidence of associations, but the data were either inadequate or insufficient to draw firmer conclusions. The Panel's conclusions have to be considered in the context of the progress made to reduce emissions from motor vehicles."* (HEI, 2010)

Exposure to traffic-related air pollution would result from short-term construction activities (approximately four to five years) and long-term highway operations. EJ populations who live in areas with high EPA and MD EJSCREEN EJ Index scores (see **Section 5.4.4A** and **Appendix F**) may experience air quality impacts from construction activities and highway operations more acutely than populations with lower EJ Index scores.

b. Mitigation or Community Enhancement Measures

Construction-related air quality impacts of the project would be limited to short-term increased fugitive dust and mobile-source emissions, including carbon monoxide, during construction, which is expected to last four to five years. All required construction-related permits would be obtained from Maryland Department of the Environment (MDE) prior to construction. During construction the contractor may use the following dust control measures, to minimize and mitigate, to the greatest extent practicable, impacts to air quality:

- Minimize land disturbance;
- Minimize traffic disruption to the extent possible, especially during peak travel hours;
- Cover trucks when hauling soil, stone, and debris (MDE Law);
- Use water trucks to minimize dust;
- Use dust suppressants if environmentally acceptable;
- Stabilize or cover stockpiles;

provided in **FEIS, Appendix K** for summaries of these studies and links to download the studies themselves. FHWA will continue to monitor the developing research in this field.

- Construct stabilized construction entrances per construction standard specifications;
- Regularly sweep all paved areas including public roads;
- Stabilize onsite haul roads using stone; and
- Temporarily stabilize disturbed areas per MDE erosion and sediment standards.

Additionally, depending on the meteorological conditions, research has shown that noise barriers may deflect emissions and/or increase dispersion of emissions.

All state and local regulations regarding dust control and other air quality emission reduction controls would be followed. See **FEIS, Chapter 5.8** for additional detail.

Further, "active transportation" modes such as walking and bicycling have been shown to reduce human health risks and improve overall wellbeing.[48] Opportunities for active transportation will be provided under the Preferred Alternative via new and enhanced pedestrian and bicycle connections. Refer to **Section 5.8**, below, and **FEIS, Chapter 7** for detail on pedestrian and bicycle community enhancements.

F. Safety

a. Beneficial and/or Adverse Impacts

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulation. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Existing pedestrian and bicycle facilities impacted by the Preferred Alternative would be replaced in-kind, at a minimum, and would be coordinated with the counties and local jurisdictions. Additional capacity on I-495 and I-270 would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. Further, by providing additional travel options, the Preferred Alternative is expected to reduce congestion on the mainline and local roadway networks, allowing for more reliable travel times for all users, including emergency responders. Refer to **FEIS, Appendix A**, *Final Traffic Analysis Report*.

b. Mitigation

Safety mitigation considerations are described above.

G. Noise

a. Beneficial and/or Adverse Impacts

The Noise Technical Report (**FEIS, Appendix L**) found that the Preferred Alternative would increase traffic noise in communities adjacent to the proposed limits of disturbance along the Phase 1 South limits. Noise

[48] Raynault, Eloisa and Ed Christopher. "How Does Transportation Affect Public Health?" *Public Roads Magazine*, Vol. 76 No. 6. Federal Highway Administration. Accessed at https://highways.dot.gov/public-roads/mayjune-2013/how-does-transportation-affect-public-health.

sensitive areas (NSAs) are composed of areas that have different land use activity categories, with varying levels of noise sensitivity, which have been combined into a single NSA. There are 60 NSAs adjacent to the Preferred Alternative LOD.

As shown in **Table 5-15,** 11 of the 60 NSAs are located in EJ populations. Of the 11 NSAs in EJ populations, nine would experience noise impacts[49] under the Preferred Alternative.

b. Mitigation

Federal regulation (23 CFR 772) and the MDOT SHA Highway Noise Policy require that noise abatement be investigated at all NSAs where the Build condition traffic noise levels approach or exceed the FHWA Noise Abatement Criteria (NAC) for the defined land use category. Where noise abatement was warranted for consideration, it was examined to determine if the abatement is feasible and reasonable.[50]

Table 5-15 identifies the NSAs and their corresponding noise barrier systems within EJ populations.

Table 5-15: Impacted NSAs and Corresponding Noise Barrier Systems in EJ Populations

EJ Analysis Area Community	EJ Population	NSAs and Noise Barrier System Scenario
Gaithersburg	7007.17 - 1	—
	7007.17 - 3	NSA 5-01 would experience a noise impact and the existing noise barrier system would remain in place
	7007.17 - 4	—
	7008.16 - 1	NSA 5-02 would experience a noise impact and the existing noise barrier system would remain in place
	7008.16 - 2	NSA 5-04 would not experience a noise impact
	7008.17 - 1	NSA 5-06 and NSA 5-07 would experience noise impacts, but the associated noise barrier system is considered not feasible/reasonable; NSA 5-05: N/A*
	7008.17 - 3	—
	7008.29 - 1	—
Rockville	7010.07 - 1	NSA 5-14 would experience a noise impact, but the associated noise barrier system is considered not feasible/reasonable
North Bethesda	7012.15 - 2	—
	7012.15 - 3	NSA 5-33A would experience a noise impact and a new noise barrier system is recommended for construction
	7012.15 - 4	—
	7045.01 - 2	NSA 5-36 would experience a noise impact and the existing noise barrier system is recommended to be extended;

[49] According to MDOT SHA and Virginia Department of Transportation (VDOT) guidance, an impact is identified when design year noise levels are predicted to equal or exceed the appropriate MDOT SHA or VDOT criteria for each NSA land use, or when predicted noise levels are anticipated to increase over existing year noise. Additional detail is located in **FEIS, Chapter 5.9**.

[50] Note that, in several areas, NSAs are grouped together with a single barrier system; if one of the NSAs is protected by an existing barrier system, it is assumed that all NSAs in that group are protected by the existing barrier system. Additional detail is provided in **FEIS**, **Table 5-20** in the noise impact analysis.

		NSA 2-03 would experience a noise impact and the existing noise barrier system would be replaced with a reconstructed system
	7045.01 - 4	—
Potomac	7060.12 - 2	—
	7060.12 - 3	NSA 5-32C: would experience a noise impact and a new noise barrier system recommended for construction

Note: "—" indicates no NSA is located within the EJ population.
**Considered "no noise impact" for the purposes of this technical report.*

For additional detail on noise impacts and abatement, see **FEIS, Chapter 5.9** and the *Noise Technical Report* **(FEIS, Appendix L)**.

H. Natural Resources

a. Beneficial and/or Adverse Impacts

As documented in the *Final Natural Resources Technical Report* in **FEIS, Appendix M**, the Preferred Alternative would impact various existing natural resources. Quantifiable impacts to wetlands, wetland buffers, waterways, floodplains, and tree canopy in EJ populations are provided in **Table 5-16**. Natural resource impacts would occur in ten EJ populations.

Table 5-16: Natural Resource Impacts in EJ Populations

EJ Analysis Area Community	EJ Population	Wetlands (acres)	Wetland Buffers (acres)	Waters (linear feet)	Waters (square feet)	Tree Canopy Impacted (acres)	Floodplains (acres)
Gaithersburg	7007.17 - 1	—	—	—	—	—	—
	7007.17 - 3	—	—	98.7	1,638.3	0.8	0.2
	7007.17 - 4	—	—	247.2	2,258.4	7.6	0.3
	7008.16 - 1	—	—	266.3	5,064.5	1.0	0.7
	7008.16 - 2	—	—	519.8	11,394.5	3.9**	0.4
	7008.17 - 1	—	—	1,041.6	15,119.0	25.4**	—
	7008.17 - 3	—	—	—	—	—	—
	7008.29 - 1	—	—	—	—	—	—
Rockville	7010.07 - 1	<0.1	0.1	1,008.8	25,328.7	11.4**	1.9
North Bethesda	7012.15 - 2	—	—	—	—	—	—
	7012.15 - 3	—	—	142.3	1,196.4	—	—
	7012.15 - 4	—	—	—	—	—	—
	7045.01 - 2	<0.1	0.3	1,498.6	11,290.7	24.6**	—
	7045.01 - 4	—	—	—	—	—	—
Potomac	7060.12 - 2	—	—	—	—	<0.1	—
	7060.12 - 3	0.1	0.7	1,807.7*	10,221.9***	19.6**	—

Note: "—" indicates no impacts.

** Includes 27.0 linear feet of temporary waterline impacts.*

***Includes <1.0 acre of temporary impact.*

****Includes 171.6 square feet of temporary impacts.*

b. Mitigation

Efforts to avoid and minimize impacts to natural resources have been developed throughout the Study. Efforts to mitigate these natural resource impacts along the Phase 1 South limits, including in EJ populations, are summarized as follows.

Based on the Preferred Alternative direct and indirect impacts, the current mitigation requirement estimate in Maryland includes 4.38 acres of wetland mitigation credits and 7,511 functional feet of stream credits that are detailed in **FEIS, Chapter 5.14.4**. No mitigation bank credits within an appropriate service area, or in-lieu fee programs were identified in Maryland when MDOT SHA initiated the project in 2018, and therefore MDOT SHA decided to pursue permittee-responsible mitigation for the requirements. The current proposed permittee-responsible, off-site mitigation in Maryland consists of two mitigation sites, including a total of 4.38 acres of potential wetland mitigation credits and 7,511 functional feet of potential stream mitigation credits. The remaining required stream mitigation credits will be provided by purchasing credits from a mitigation bank that will have an initial credit release in the fall of 2022.

The Study requires a Clean Water Act (CWA) Section 401 water quality certification from MDE and VDEQ indicating that anticipated discharges from the Study will comply with federally-mandated water quality standards. The submission of the request for water quality certification is anticipated in early 2022. Post-construction stormwater management and compliance with Total Maximum Daily Loads (TMDLs) requirements will be accounted for in the stormwater design and water quality monitoring to comply with required permits.

Erosion and sediment control, as well as stormwater management (SWM) techniques, are the most important minimization efforts in relation to water quality. Impacts to water quality would be minimized through strict adherence to erosion and sediment control procedures and MDE storm water management regulations. SWM would be developed in compliance with all applicable MDE regulations and guidance and designed in accordance with MDE's 2000 Maryland Stormwater Design Manual (MDE, 2009) and MDE's SWM Act of 2007.

Water quantity treatment would be met onsite or through waiver requests in specific areas. The project would attempt to meet water quality treatment requirements onsite, where practicable. Where this is not practicable, water quality requirements would be met offsite in accordance with MDE regulations. Other measures may also be considered in particularly sensitive watersheds after further coordination with resource agencies, such as redundant erosion and sediment control measures in especially sensitive watersheds and/or providing on-site environmental monitors during construction to provide extra assurance that erosion and sediment control measures are fully implemented and functioning as designed. These measures will also minimize potential impacts of contaminants on downstream drinking water supplies. Refer to **FEIS**, **Chapter 3.1.6** for details on the conceptual SWM analysis for the Preferred Alternative. Additionally, contaminants entering the Washington Aqueduct are also treated by the Dalecarlia and McMillan treatment plants, which must meet EPA's drinking water standards prescribed in the Aqueduct's National Pollution Discharge Elimination System (NPDES) Permit.

Unavoidable impacts to the tree canopy will be regulated by Maryland Department of Natural Resources (MDNR) under the Maryland Reforestation Law. Forest impacts must be replaced on an acre-for-acre or one-to-one basis on public lands. MDOT SHA would first be required to find available public land to be

reforested within the affected county and/or watershed. If this is not possible, MDOT SHA could purchase credits in a forest mitigation bank or pay into the MDNR Reforestation Fund that is used by MDNR to plant replacement trees. The site search results include 68 recommended off-site mitigation sites that could provide 39.96 acres of reforestation planting on public lands within the affected county and watershed of the Preferred Alternative. An additional 268.48 acres of potential reforestation could potentially be planted outside of the affected county and watershed but would require a variance from MDNR. In addition, forest impacts may be mitigated by purchasing credits from approved forest mitigation banks in the affected county and/or watershed. Any remaining mitigation required may be fulfilled through payment into the Reforestation Fund, as approved by MDNR.

All construction occurring within the FEMA designated floodplains must comply with Federal Emergency Management Agency (FEMA)-approved local floodplain construction requirements. Stormwater management would be provided, and all hydraulic structures would be designed to accommodate flood volumes without causing substantial impact. Culverts and bridges would be designed to limit the increase of the regulatory flood elevation to protect structures from flooding risks, and the use of standard hydraulic design techniques to maintain current flow and limit adjacent flood risk for all waterway openings would be applied where feasible. The use of state-of-the-art erosion and sediment control techniques and stormwater management controls would also minimize the risks or impacts to floodplains due to encroachments. MDOT SHA will submit project plans to MDE for approval of mitigation techniques in compliance with FEMA requirements, US Department of Transportation (USDOT) Order 5650.2, *Floodplain Management and Protection*, and Executive Order 11988, *Floodplain Management*.

Refer to **FEIS, Chapter 7** and the *Final Natural Resources Technical Report* **(FEIS, Appendix M)** for details on natural resource impacts and mitigation.

I. Hazardous Materials

a. Beneficial and/or Adverse Impacts

Construction of the Preferred Alternative would require disturbance of existing soil conditions, including identified hazardous materials sites of concern as documented in the *Hazardous Materials Technical Report* (**SDEIS, Appendix I**) and **FEIS, Chapter 5.10**. Within or adjacent to the Preferred Alternative limits of disturbance there are a total of 135 sites of concern assigned either a low, moderate, or high risk classification. EJ populations contain the 27 low risk, four moderate risk, and two high risk sites of concern identified in **Table 5-17**.

Table 5-17: Hazardous Materials Sites of Concern in EJ Populations

EJ Analysis Area Community	EJ Population	Sites of Concern
Gaithersburg	7007.17 - 1	—
	7007.17 - 3	1 low-risk
	7007.17 - 4	1 low-risk
	7008.16 - 1	—
	7008.16 - 2	—
	7008.17 - 1	6 low-risk, 1 moderate-risk
	7008.17 - 3	—

	7008.29 - 1	—
Rockville	7010.07 - 1	9 low-risk
North Bethesda	7012.15 - 2	—
	7012.15 - 3	2 low-risk
	7012.15 - 4	1 low-risk
	7045.01 - 2	5 low-risk
	7045.01 - 4	—
Potomac	7060.12 - 2	—
	7060.12 - 3	2 low-risk, 3 moderate-risk, 2 high-risk

Note: "—" indicates no low, moderate, or high sites of concern.

b. Mitigation

Hazardous material mitigation would be conducted as necessary in accordance with federal, state, and local regulations. Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within the final LOD and vicinity that have a high potential for mobilization of hazardous materials as a result of construction activities. The Developer would be required to use best management practices to minimize the release of any hazardous materials during construction.

See **FEIS, Chapter 5.10** for detail on hazardous materials impact mitigation measures.

J. Visual and Aesthetic Resources

a. Beneficial and/or Adverse Impacts

The construction of the Preferred Alternative would include managed lanes, shoulders, traffic barriers, cut and fill slopes, stormwater management (SWM) facilities, retaining walls, and noise barriers along the existing highway corridor. Additionally, the Preferred Alternative would require modifications at existing interchanges to accommodate the mainline widening and direct access at-grade auxiliary lanes or ramps. Locations of interchange modifications, including where HOT lanes direct access would be constructed, in EJ populations is provided in **Table 5-14** in **Section N**. This may require the reconstruction of structures spanning the study corridors to lengthen or raise the elevation of these structures.

Construction of the Preferred Alternative would also require relocation of signage, guardrails, communications towers, and light poles due to the widening of the roadway. These ancillary features may be positioned closer to the adjacent land uses, including residential areas, commercial enterprises, and community facilities in EJ populations.

Construction would require the removal of vegetation to varying degrees throughout the study corridors. As a result of the vegetation removal, the wider interstates, added ramps, retaining walls, and noise barriers would become more visible and prominent. The views from adjacent properties, including residential properties, commercial enterprises, parkland/ open space properties in EJ populations would experience an impact.

However, impacts would generally be consistent with existing views along the majority of the Phase 1 South limits because of the dominant presence of the existing interstate facilities, including ancillary features, and the surrounding area's urbanized nature.

Additional detail on impacts to visual and aesthetic resources is provided in the *Visual Impact Assessment* in **FEIS, Appendix H.**

b. Mitigation

Mitigation measures to lessen the visual impact of the improvements in EJ populations would be considered as appropriate. Vegetation removal would be minimized, and additional landscaping may be incorporated in other areas as well. Mitigation for tree removal will be done in accordance with the Maryland Reforestation Law and National Park Service (NPS) and Maryland-National Capital Park and Planning Commission (M-NCPPC) agency requirements, such as on-site planting, when feasible. Details on tree removal mitigation is provided in **Section H.b**.

During final design, the Developer would develop and follow aesthetic and landscaping guidelines of all highway elements in consultation with the local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and Federal agencies. The goal will be to design highway elements, including retaining walls, noise barriers, and other visual barriers, to be sensitive to the context of the surrounding land use. Further, mitigation for resource impacts would be developed in accordance with jurisdictional agency requirements.

K. Economy and Employment

a. Beneficial and/or Adverse Impacts

No business displacements would occur under the Preferred Alternative. There would be no overall impact to the distribution of worker occupation or major employers within EJ populations.

Proposed improvements would help address increasing congestion, thereby maintaining mobility throughout the region. Additionally, construction and expansion of transportation facilities has facilitated economic growth by providing access to employment and community facilities and allowing for more efficient movement of goods and services. These benefits would be inclusive of EJ populations.

Additionally, through Opportunity MDOT Program the agency will provide resources for job seekers as well as small, minority-, women- and veteran-owned businesses and disadvantaged businesses to access training, advisory services and advanced industry resources to prepare for potential opportunities to work with MDOT and the I-495 & I-270 P3 Program.

b. Mitigation

MDOT SHA coordination with area businesses would occur to prevent or minimize both short- and long-term disruptions during construction. No other mitigation would be required for economy and employment characteristics within EJ populations.

L. Access and Mobility

a. Beneficial and/or Adverse Impacts

Due to the generally parallel nature of the Preferred Alternative LOD along I-495 and I-270, the existing access between residences and community facilities and business, including those in EJ populations, would not be impacted. An increase in access may occur as a result of new and/or improved bicycle and pedestrian connections, as well as new direct connections between HOT lanes and major transit locations.

An enhancement to mobility may occur due to reduced congestion on local routes, free bus transit usage of HOT lanes, and toll-free use of HOT lanes for eligible High Occupancy Vehicles with three or more passengers.

The same number of general purpose lanes will remain along with the addition of the four HOT lanes. The general purpose lanes will also be rehabilitated and resurfaced, and all bridges, including the American Legion Bridge, will be reconstructed. These improvements would benefit all drivers of the study corridors.

b. Mitigation or Community Enhancements

The project elements and potential community enhancement measures referenced above would further enhance access and mobility in the EJ Analysis Area. Specifically, MDOT SHA has committed to the following enhancements:

- Direct and indirect access to existing and proposed transit stations, including Shady Grove, Twinbrook, and Medical Center Metro stations and Montgomery Mall Transit centers, and transit-oriented development areas within the EJ Analysis Area;
- Construction of new bus bays at WMATA Shady Grove Metrorail Station and increased parking at the Westfield Montgomery Mall Park and Ride:
- Constructing a new pedestrian/bicycle shared use path across the ALB to connect facilities in Maryland and Virginia;
- Lengthening the I-270 bridge over Tuckerman Lane to accommodate future pedestrian/bicycle facilities along Tuckerman Lane;
- Constructing new sidepaths across MD 190 over I-495;
- Widening the existing variable-width sidepath along Seven Locks Road under I-495 (Cabin John Trail);
- Constructing a new sidewalk along the west side of Seven Locks Road under I-495 to reestablish the historic connection between First Agape AME Zion Church (Gibson Grove Church) and Morningstar Tabernacle No. 88 Moses Hall and Cemetery in the historically African American community of Gibson Grove.

Impacts to access and mobility during construction would be minimized in compliance with MDOT SHA Work Zone Safety and Mobility requirements along the Phase 1 South limits and would include maintenance of the same number of existing lanes. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Existing pedestrian and bicycle facilities impacted by the Preferred Alternative would be replaced in-kind, at a minimum, and would be coordinated with the counties and local jurisdictions.

M. Community Cohesion and Quality of Life

a. Beneficial and/or Adverse Impacts

Under the Preferred Alternative, partial property acquisition for right-of-way would occur throughout the Phase 1 South limits, including in EJ populations as identified in **Table 5-12** in **Section A**. The partial acquisitions are primarily strips of land, or strip takes, from undeveloped areas or areas of trees and

landscaping in yards that back to I-495 or I-270, resulting in a reduction of the overall property size. Divisions or isolation of properties, persons, or groups would not occur due to the generally parallel nature of the Preferred Alternative LOD along I-495 and I-270 and the fact that no properties would be displaced. As such, the existing sense of community cohesion of EJ populations along the Phase 1 South would not be impacted. The Preferred Alternative also would not eliminate access or provide new access to properties, nor would it impede access between residences, community facilities, and businesses as no properties are accessed directly from I-495 or I-270.

Residents and employees, including those in EJ populations, who live, work, and utilize services immediately adjacent to the study corridors may experience changes in current quality of life due to property acquisition and temporarily during construction activities. However, residents and employees could experience a benefit to quality of life due to reduced congestion in general purpose lanes and HOT lanes along the Phase 1 South limits, plus enhanced trip reliability and travel choices to destination points within the region.

b. Mitigation

To further enhance community cohesion and quality of life in the EJ Analysis Area, MDOT SHA has committed to the community enhancements identified above in **Section 5.6.2L.b**.

N. Construction

a. Beneficial and/or Adverse Impacts

Construction of the Preferred Alternative includes the following: mainline widening, addition of new direct access and reconstruction of existing interchanges, reconstruction of mainline bridges and overpasses, relocation of utilities, and construction/reconstruction of stormwater management, retaining walls, and noise barriers. Construction of these elements would occur along the Phase 1 South limits, including in EJ populations. Additionally, impacts from construction to visual and aesthetic resources, hazardous material sites of concern, air quality, and noise would occur throughout the limits, including within EJ populations. Details related to when construction related activities will occur will be determined in final design. It is anticipated that construction will last approximately five years.

A total of 2.0 acres in EJ populations would be required temporarily for construction access, staging, and materials storage.[51] Mainline widening would occur throughout the Phase 1 South limits. Construction for new direct access and for modifications to existing interchanges to accommodate highway widening would occur at 10 locations along the nine EJ populations identified in **Table 5-18**.

[51] The limits of disturbance of the Preferred Alternative accounts for areas needed for construction.

Table 5-18: HOT Lanes Access Construction Locations in EJ Populations

EJ Analysis Area Community	Total EJ Analysis Area Block Groups	HOT Lanes Access Construction Required
Gaithersburg	7007.17 - 1	—
	7007.17 - 3	—
	7007.17 - 4	New Direct Access (I-270 at I-370 and Shady Grove Metro Station)
	7008.16 - 1	—
	7008.16 - 2	New Direct Access (I-270 at I-370 and Shady Grove Metro Station)
	7008.17 - 1	Adjusted Interchange Ramps (I-270 at Shady Grove Rd. Interchange) New Direct Access (I-270 at I-370 and Shady Grove Metro Station)
	7008.17 - 3	—
	7008.29 - 1	—
Rockville	7010.07 - 1	Adjusted Interchange Ramps (I-270 at MD 28 Interchange) New Direct Access (I-270 at Gude Drive)
North Bethesda	7012.15 - 2	—
	7012.15 - 3	Adjusted Interchange Ramps (I-270 East Spur at MD 187/Rockledge Dr.)
	7012.15 - 4	—
	7045.01 - 2	Adjusted Interchange Ramps (I-270 West Spur at Democracy Blvd.) New Direct Access (I-495 at I-270 West Spur)
	7045.01 - 4	Adjusted Interchange Ramps (I-495 at MD 187)
Potomac	7060.12 - 2	Adjusted Interchange Ramps (I-270 West Spur at Democracy Blvd.)
	7060.12 - 3	Adjusted Interchange Ramps (I-270 West Spur at Democracy Blvd.) Reconstructed Interchange Ramps (I-270 Y-Split Interchange) New Direct Access (I-495 at I-270 West Spur)

Note: "—" indicates no direct access construction would occur.

Construction would require the removal of vegetation to varying degrees throughout the study corridors. As a result of the vegetation removal, the wider interstates, added ramps, retaining walls, and noise barriers would become more visible and prominent to adjacent properties. Additional detail on visual and aesthetic impacts is provided in **FEIS Chapter 5.6** and **FEIS, Appendix H**.

Most emissions associated with construction are considered short-term or temporary in nature. The primary air quality concerns during construction would be a potential short-term localized increase in the concentration of fugitive dust, as well as mobile source pollutant emissions. In general, all of the mobile source air toxics (MSAT) pollutant emissions are expected to increase slightly for the Preferred Alternative when compared to the No Build condition for 2025 and 2045, opening and design years, respectively. All MSAT pollutant emissions are expected to significantly decline in the opening and design years when compared to existing conditions (2016). These long-term reductions occur despite projected increase in VMT from 2016 to the 2025 and 2045 Build scenarios. Additional detail on air quality impacts is provided in **FEIS, Chapter 5.8** and **FEIS, Appendix K**.

Areas around construction sites are likely to experience varied periods and degrees of noise impact. The extent and severity of these impacts depend on the phase of construction and the noise characteristics of construction equipment being used. Despite highway construction being a short-term phenomenon, significant noise impacts can occur. Additional detail on noise impacts is provided in **FEIS, Chapter 5.9** and **FEIS, Appendix L**.

a. Mitigation

Impacts associated with construction will be further evaluated for the Preferred Alternative in final design including, traffic congestion associated with construction maintenance of traffic, impacts to business and residential access, utility disruptions, vibrations, sediment erosion and stormwater management, and construction related noise.

All construction impacts would be mitigated in accordance with federal, state, and local regulations. Advanced notice of construction related activities would be provided and all reasonable efforts to minimize impacts to residential communities would be undertaken. MDOT SHA and the P3 Developer will continue to coordinate with the neighboring communities through design and construction. Construction will require maintenance of traffic throughout the duration of work to minimize the disruption to highway users.

Visual and aesthetic impacts would generally be consistent with existing views of the study corridors as the surrounding area is adjacent to the existing interstate facilities and the surrounding area is urban and suburban in nature. MDOT SHA has coordinated with NPS and M-NCPPC on visual impacts and mitigation at their park properties. During final design, MDOT SHA and the Developer would develop and follow aesthetic and landscaping guidelines of all highway elements in consultation with the local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and Federal agencies.

Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within and in the vicinity of the Preferred Alternative LOD that have a high potential for hazardous materials exposed during construction activities and require mitigation.

All required construction-related permits would be obtained from Maryland Department of the Environment (MDE) prior to construction. During construction the contractor may use the following dust control measures, to minimize and mitigate, to the greatest extent practicable, impacts to air quality:

- Minimize land disturbance;
- Cover trucks when hauling soil, stone, and debris (MDE Law);
- Use water trucks to minimize dust;
- Use dust suppressants if environmentally acceptable;
- Stabilize or cover stockpiles;
- Construct stabilized construction entrances per construction standard specifications;
- Regularly sweep all paved areas including public roads;
- Stabilize onsite haul roads using stone; and

- Temporarily stabilize disturbed areas per MDE erosion and sediment standards.

O. Tolling Considerations

a. Beneficial and/or Adverse Impacts

The FHWA's *Impacts of Congestion Pricing on Low-Income Populations* (FHWA 2017), explains that the impacts of congestion pricing on low-income populations vary widely by context and type of project (i.e., full facility tolling or partial facility tolling). In the tolled managed-lanes scenario, new travel choice becomes available for all users and additional network capacity is provided. According to FHWA, well planned congestion pricing schemes:

- "Increase transportation options for all commuters, including low-income commuters, to achieve relatively congestion-free travel on specific occasions.
- Demonstrate wide acceptance and usage of priced-managed facilities by low-income commuters.
- Demonstrate that low-income commuters, many of whom are transit riders, particularly benefit from reduced congestion and transit investments made from pricing revenues (FHWA 2017)"

Consistent with FHWA guidance, while the travel speed and trip reliability benefits offered by the tolled lanes under the Preferred Alternative could be a less feasible choice for EJ populations due to cost burden, all existing general purpose (GP) lanes would remain toll-free and would undergo some travel time improvements. Also, under the Preferred Alternative, the general purpose lanes will be rehabilitated including resurfacing, and all bridges including the ALB will be reconstructed. These improvements will benefit all drivers of the study corridors. Traffic analysis conducted in support of the Preferred Alternative indicates that travel times would improve and congestion would decrease along GP lanes. Similarly, because High Occupancy Vehicles (HOVs) with three or more passengers will also travel toll-free on the new managed lanes, the use and availability of car and vanpools should be enhanced. Proposed bicycle and pedestrian improvements also provide for enhanced connectivity and mobility to area transit. These affordable transportation options can particularly benefit potential users who may not have reasonable access to personal vehicles.

All electronic tolling (AET) methods would be enlisted to collect tolls for the managed lanes under the Preferred Alternative. Tolls would be set using dynamic pricing based on a tolling algorithm that would correlate the traffic volumes and demands with the toll rate. The advantage of using dynamic pricing is that it enables the HOT lanes to maintain a 45 miles per hour speed at all times and would reduce congestion in the GP lanes, which results in benefits for all users of the roadway facilities.

Toll rates were set through a public process by the Maryland Transportation Authority (MDTA) in accordance with COMAR 11.07.05. The MDTA toll rate proposal includes minimum toll and maximum toll rate ranges, soft rate caps, a process for annual toll escalation, and toll discounts for certain types of vehicles. The minimum and maximum toll rates are the lowest and highest toll rate per mile that would be charged for two-axle passenger vehicles in any tolling segment. The soft rate cap is the toll rate per mile that can only be exceeded when certain thresholds are met. The final toll rate range will be the recommended action for the MDTA Board and is available on the MDTA webpage at mdta.maryland.gov/ALB270TollSetting.

The toll rate range proposal will be limited to only Phase 1 South. Any action to set, revise and fix tolls outside of Phase 1 South limits would require a separate toll setting process in accordance with State law. For additional detail on tolling, see **FEIS, Chapter 3.1.9**.

b. Mitigation or Community Enhancement Measures

MDOT currently provides the following in managed lanes throughout the state:

- Free transponders for all customers;
- Prepaid cash/check payment options at MDTA walk-in centers, including four MVA's and six MDTA facilities;
- Allowing multiple payment methods, including credit card, cash, check or money order;
- Funding alternative modes of transportation through commuter programs such as Commuter Choice Maryland, Guaranteed Ride Home, and Maryland Rideshare;
- Providing more than 100 park-n-ride locations throughout the state; and
- Minimum prepaid balances sized to reduce the chance of users violating account minimums.

5.7 Comparison of Adverse Impacts to Environmental Justice Populations versus Non-Environmental Justice Populations

Table 5-19: Comparison of Effects to EJ Populations versus Non-EJ Populations

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
Property	Property acquisition in EJ populations would total 14.3 acres from 31 properties, compared to property acquisition in non-EJ populations, which would total 78.6 acres from 330 properties. Impacted properties in EJ populations account for 9% of the total impacted properties and 15% of the total impacted acreage along the entire Phase 1 South limits. Impacted properties in non-EJ populations account for 91% of the total impacted properties and 85% of the total impacted acreage along the entire Phase 1 South limits. All affected private property owners would be compensated for the fair market value of the acquired portion of land and any damages to the remaining property and structures; this includes compensation for temporary use of land for the construction of the Preferred Alternative. Ongoing coordination with area businesses would occur to prevent or minimize both short- and long-term disruptions. *The Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs* information is provided in **Appendix E**. Given the proportion of impacts and compensation requirements described above, the frequency and type of property impacts would not be higher or more adverse to EJ populations under the Preferred Alternative.
Community Facilities, incl. Section 4(f) Properties (Public Parks and Public Parks with Historic Properties)	No residential or business property relocations would occur under the Preferred Alternative. No permanent or temporary impacts to community facility properties would occur in EJ populations. Impacts to 11 community facility properties, totaling 8.0 acres of impacts, would occur in non-EJ populations. Impacts to two Section 4(f) properties (public parks, public parks with historic properties, and historic sites) — Malcolm King Park and Academy Woods— totaling 0.6 acres of impact, would occur in EJ populations.* Impacts to 18 Section 4(f) properties**, totaling 32.6 acres of impact, would occur in non-EJ populations.*** Impacted community facility properties in non-EJ populations account for 100% of community facility property impacts. Impacted Section 4(f) properties in EJ populations account for 10% of the total impacted Section 4(f) properties and 2% of the impacted Section 4(f) property acreage. All affected community facility property owners would be compensated for the fair market value of the acquired portion of land and any structures acquired for the construction of the Preferred Alternative. Ongoing coordination with area businesses would occur to prevent or minimize both short- and long-term disruptions. The

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
	Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs is provided in **Appendix E**. Mitigation for impacts to Section 4(f) properties has been coordinated extensively with the Officials with Jurisdiction (OWJ) over the impacted park properties. Refer to **FEIS, Chapter 5.4** and **FEIS, Chapter 6,** and **FEIS**, **Appendix G** for detail on Section 4(f) properties. Refer to Chapter 7 for detail on mitigation related to impacted Section 4(f) properties. Given the proportion of impacts and mitigation described above, the frequency and type of community facility and Section 4(f) property impacts would not be higher or more adverse to EJ populations under the Preferred Alternative. *S*ince the SDEIS, Morris Park in block group 7007.17 – 4 is now avoided by the Preferred Alternative LOD.* ***Includes the Washington Biologists' Field Club on Plummers Island, identified as a Section 4(f) property after the SDEIS. The impacts are not double counted for this property, as it is entirely within the Chesapeake and Ohio Canal National Historical Park.* ****Minor differences in Section 4(f) impact calculations between the EJ Analysis and the Section 4(f) Evaluation are due to rounding.*
Demographics	No property relocations would occur under the Preferred Alternative. Implementation of the Preferred Alternative would not result in changes to the existing population size or demographic characteristics (age and sex, disability, household income, race and ethnicity, Limited English Proficiency, Free and Reduced Lunch program participation) of the EJ Analysis Area, including both EJ and non-EJ populations. Because the existing population size or demographic characteristics of the EJ Analysis Area would not be impacted, no mitigation is required. As such, the frequency and type of impacts to demographics would not be higher or more adverse to EJ populations under the Preferred Alternative.
Traffic	The addition of direct access would occur at 4 locations in EJ populations and 5 locations in non-EJ populations. The Preferred Alternative is projected to provide operational benefits to the proposed managed lanes as well as general purpose lanes on the I-495 and I-270 interstate system, plus operational benefits to the surrounding local arterial network. The Preferred Alternative would significantly increase vehicle throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion. It would also increase speeds, improve reliability, and reduce travel times and delays along the majority of I-495, I-270, and the surrounding roadway network

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
	compared to the No Build Alternative. Populations in both EJ populations and non-EJ populations would have the opportunity to experience these operational benefits. Refer to **FEIS**, **Chapter 7** for detail on mitigation related to traffic. As such, the frequency and type of traffic impacts would not be higher or more adverse to EJ populations under the Preferred Alternative.
Air Quality	Because the Study is in attainment for criteria pollutants' NAAQS,[52] transportation conformity requirements do not apply for this Study, meaning no project-level air quality analysis was required. For this reason, air quality modeling at a localized level—the level at which this EJ Analyses are otherwise conducted— is not available. Exposure to traffic-related air pollution under the Preferred Alternative would result from short-term construction activities (approximately five years) and long-term highway operations. The exposure would be distributed along the Phase 1 South limits, regardless of EJ status. In general, all of the MSAT pollutant emissions are expected to increase slightly for the Preferred Alternative when compared to the No Build condition for 2025 and 2045, opening and design years, respectively. All MSAT pollutant emissions are expected to significantly decline in the opening and design years when compared to existing conditions (2016). These long-term reductions occur despite projected increase in VMT from 2016 to the 2025 and 2045 Build scenarios. However, EJ populations who live in areas with high EPA and MD EJSCREEN EJ Index scores **(Appendix F)** may experience air quality and/or public health impacts from construction activities and highway operations more acutely than populations with lower EJ Index scores. Construction-related air quality impacts of the project would be limited to short-term increased fugitive dust and mobile-source emissions, including carbon monoxide, during construction. Construction related air quality mitigation measures would be applied to minimize air quality and public health impacts to all populations along the Phase 1 South limits, particularly to EJ populations. Refer to **FEIS**, **Chapter 5.8.4** for additional details. All required construction-related permits would be obtained from Maryland Department of the Environment (MDE) prior to construction. Dust control measures to minimize and mitigate impacts to air quality would be used to the greatest extent practicable. To minimize the amount of emissions generated during construction, efforts would be made to limit traffic disruptions, especially during peak travel hours. Further, depending on the meteorological conditions, research has shown that noise barriers may deflect emissions and/or increase dispersion of emissions. Refer to FEIS, Chapter 7 for detail on mitigation related to air quality.

[52]These counties were redesignated to attainment of the 2008 ozone NAAQS, effective May 15, 2019 (See: https://www.federalregister.gov/documents/2019/04/15/2019-06128/air-plan-approval-district-of-columbia-maryland-and-virginia-maryland-and-virginia-redesignation).

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
	Further, "active transportation" modes such as walking and bicycling have been shown to reduce human health risks and improve overall wellbeing.[1] Opportunities for active transportation will be provided under the Preferred Alternative via new and enhanced pedestrian and bicycle connections. Refer to **Section 5.8** below, and **FEIS**, **Chapter 7** for detail on pedestrian and bicycle community enhancements. As such, air quality impacts would not be higher or more adverse to EJ populations under the Preferred Alternative.
Safety	No impacts would occur to safety along the Phase 1 South limits, including both EJ populations and non-EJ populations. The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with federal and state regulation. During construction, safety maintenance measures to protect drivers, bicyclists, and pedestrians would also be implemented in accordance with federal, state, and local regulations. Further, additional capacity on the Phase 1 South limits would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur; this benefit would occur for both EJ populations and non-EJ populations. Refer to **FEIS**, **Chapter 7** for detail on mitigation related to safety. As such, impacts to safety would not be higher or more adverse to EJ populations under the Preferred Alternative.
Noise	Of a total of 60 NSAs, 11 are located in EJ populations and 49 are located in non-EJ populations. Two of the 11 NSAs in EJ populations would not experience a noise impact; Another 3 NSAs in EJ populations, while experiencing a noise impact, would not be protected by noise barrier systems as the systems are considered not reasonable and/or feasible. Ten of the 49 NSAs in non-EJ populations would not experience a noise impact. Another 7 NSAs in non-EJ populations, while experiencing a noise impact, would not be protected by noise barrier systems as the systems are considered not reasonable and/or feasible. Overall, a greater percentage of the total NSAs are located in non-EJ populations (82%) than in EJ populations (18%). A slightly lower percentage of NSAs in EJ populations would not experience a noise impact (18%) as compared to the NSAs in non-EJ populations that would not experience a noise impact (20%). Between EJ populations and non-EJ populations, the percentage of NSAs experiencing an impact but whose noise barrier systems would be considered not feasible and/or reasonable, is smaller in non-EJ populations (18%), as compared to the same type of NSAs in EJ populations (33%). Noise barrier feasibility and reasonableness criteria are based on federal regulation (23 CFR 772), the MDOT SHA *Highway Noise Abatement Planning and Engineering*

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
	Guidelines, and *VDOT Highway Traffic Noise Impact Analysis Guidance Manual.* In general, noise abatement feasibility criteria focus on whether it is physically possible to build a noise barrier that achieves a minimally acceptable level of noise reduction, taking into consideration acoustics, safety, and access. Noise barrier reasonableness criteria focus on viewpoints, noise reduction design goal, and cost effectiveness. These criteria are applied equally wherever noise abatement was considered, regardless of NSA location. (Refer to **FEIS, Chapter 5.9** for detail on noise abatement.) While the percentage of NSAs who experience noise impacts and whose barrier systems are considered not feasible and/or reasonable is greater in EJ populations versus non-EJ populations, overall, a substantially greater percentage of NSAs are located in non-EJ populations rather than EJ populations. The feasible and/or reasonable criteria is based on federal and state regulations and are applied equally wherever noise abatement is considered. As such, noise impacts would not be considered higher or more adverse to EJ populations under the Preferred Alternative.
Hazardous Materials	EJ populations contain 27 low, 4 moderate, and 2 high risk sites of hazardous materials sites of concern, while non-EJ populations contain 37 low, 56 moderate, and 9 high risk sites of hazardous materials sites of concern. EJ populations account for 42% of the low, 7% of the moderate, and 18% of the high risk sites of hazardous materials sites of concern. Hazardous material mitigation would be conducted as necessary in accordance with federal, state, and local regulations. As such, hazardous materials concerns would not be higher or more adverse to EJ populations under the Preferred Alternative.
Natural Resources	Impacts would occur to natural resources in both EJ populations and non-EJ populations. Natural resource impacts would occur in 10 EJ populations and 32 non-EJ populations. In comparison to non-EJ populations, EJ populations account for 5% of total impacts to wetlands, 17% of total impacts to wetland buffers, 16% of total impacts to waters (linear feet), 9% of total impacts to waters (square feet), 23% of total impacts to tree canopy, and 11% of total impacts to floodplains. Impacts to natural resources will be mitigated in accordance with all applicable federal, state, and local regulations. Refer to **FEIS, Chapter 7** for detail on mitigation related to natural resources. As such, impacts to natural resources would not be higher or more adverse to EJ populations under the Preferred Alternative.

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
Visual Landscape and Aesthetic Values	The Preferred Alternative would result in changes to viewsheds or visual impacts in both EJ populations and non-EJ populations. New highway lanes would be added to the existing I-495 or I-270 corridor regardless of adjacency to an EJ population. The addition of project elements associated with the highway widening would not introduce new elements incompatible with the existing visual character or qualities, again regardless of adjacency to an EJ population. During final design, MDOT SHA and the Developer would develop and follow aesthetic and landscaping guidelines of all highway elements in consultation with the local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and Federal agencies. The goal will be to design highway elements to be sensitive to the context of the surrounding land use, including historic and park resources. Refer to **FEIS**, **Chapter 7** for detail on mitigation related to the visual landscape and aesthetic values. As such, impacts to the visual landscape and aesthetic values would not be higher or more adverse to EJ populations under the Preferred Alternative.
Economy and Employment	The Preferred Alternative would not result in business relocations and would not impact access to area businesses or employers. There would be no overall impact to the distribution of worker occupation, or major employers within EJ or non-EJ populations within the Analysis Area. Proposed improvements would help address increasing congestion, thereby maintaining mobility throughout the region, including areas with EJ populations. Through the Opportunity MDOT Program, the agency will provide resources for job seekers and small, minority-, women-, and veteran-owned businesses and disadvantaged businesses to prepare for potential opportunities to work with MDOT and the I-495 & I-270 P3 Program. As such, impacts economy and employment would not be higher or more adverse to EJ populations under the Preferred Alternative.
Access and Mobility	The Preferred Alternative would not permanently eliminate or impede access between residences and community facilities and businesses, including both those in EJ populations and non-EJ populations. An incremental enhancement to access may occur for both EJ populations and non-EJ populations due to reduced congestion on local routes. Impacts to access and mobility during construction would be minimized in compliance with MDOT SHA Work Zone Safety and Mobility requirements along the Phase 1 South limits and would include maintenance of the same number of existing lanes. Under the Preferred Alternative, the same number of general purpose lanes will remain, along with the addition of the four HOT lanes. The general purpose lanes will also be rehabilitated and resurfaced, and all bridges, including the American Legion

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
	Bridge, will be reconstructed. These improvements would benefit all drivers of the study corridors. The Preferred Alternative includes toll-free travel for bus transit and High Occupancy Vehicles with three or more passengers (HOV3+), new, direct access to transit centers, and new and enhanced bicycle/pedestrian connections. Refer to **FEIS**, **Chapter 7** for detail on community enhancements related to access and mobility. As such, impacts to access and mobility would not be higher or more adverse to EJ populations under the Preferred Alternative.
Community Cohesion and Quality of Life	No changes would occur to the existing sense of community cohesion in EJ populations or non-EJ populations. Divisions or isolation of properties, persons, or groups would not occur due to the generally parallel nature of the Preferred Alternative LOD along I-495 and I-270 and the fact that no properties would be displaced. Property- and construction- related changes to a local resident's or employee's existing quality of life would be experienced by both EJ populations and non-EJ populations. At the same time, local residents and employees, regardless of EJ status, could experience a benefit to quality of life due to reduced congestion in general purpose lanes and HOT lanes To further enhance community cohesion and quality of life in the EJ Analysis Area, MDOT SHA has committed to new and enhanced bicycle/pedestrian connections to support additional affordable travel options. Specifically, MDOT SHA has committed to constructing a new sidewalk along the west side of Seven Lock Road under I-495 to *reestablish the historic connection* between First Agape AME Zion Church (Gibson Grove Church) and Morningstar Tabernacle No. 88 Moses Hall Cemetery, in the historically African American community of Gibson Grove. Refer to **FEIS**, **Chapter 3.1.5** for additional bicycle and pedestrian improvements. As such, impacts to community cohesion and quality of life would not be higher or more adverse to EJ populations under the Preferred Alternative.
Construction	Construction of project elements would occur along the Phase 1 South limits, including in EJ populations. Impacts from construction to visual and aesthetic resources, hazardous material sites of concern, air quality, and noise would also occur throughout the Preferred Alternative limits, including within EJ populations. It is anticipated that construction will last approximately five years. Mainline widening would occur throughout the Phase 1 South limits. Two (2.0) acres in EJ populations and 12.6 acres in non-EJ populations would be required temporarily for construction access, staging, and materials storage; EJ populations contain 16% percent of total temporary property acquisition for construction. Construction for new direct access and for modifications to existing

Resource	Comparison and Analysis of Effects to 16 EJ Populations versus Effects to 50 Non-EJ Populations
	interchanges to accommodate highway widening would occur at 10 locations in EJ populations and 8 locations in non-EJ populations. All construction impacts would be mitigated in accordance with federal, state, and local regulations. Advanced notice of construction related activities would be provided and all reasonable efforts to minimize impacts to residential communities would be undertaken. MDOT SHA and the Developer will continue to coordinate with the neighboring communities through design and construction. Refer to **FEIS, Chapter 7** for detail on mitigation related to construction. As such, impacts from construction would not be higher or more adverse to EJ populations under the Preferred Alternative.
Tolling Considerations	Consistent with FHWA guidance, while the travel speed and trip reliability benefits offered by the tolled lanes under the Preferred Alternative could be a less feasible choice for EJ populations due to cost burden, all existing general purpose (GP) lanes would remain toll-free and would undergo some travel time improvements. Also, under the Preferred Alternative, the general purpose lanes will be rehabilitated including resurfacing, and all bridges including the ALB will be reconstructed. These improvements will benefit all drivers of the study corridors. Traffic analysis conducted in support of the Preferred Alternative indicates that travel times would improve and congestion would decrease along GP lanes. Similarly, because High Occupancy Vehicles (HOVs) with three or more passengers will also travel toll-free on the new managed lanes, the use and availability of car and vanpools should be enhanced. Proposed bicycle and pedestrian improvements also provide for enhanced connectivity and mobility to area transit. These affordable transportation options can particularly benefit potential users who may not have reasonable access to personal vehicles. As such, impacts from tolling would not be higher or more adverse to EJ populations under the Preferred Alternative.

**Includes permanent and temporary impacts.*

[1]Raynault, Eloisa and Ed Christopher. "How Does Transportation Affect Public Health?" *Public Roads Magazine*, Vol. 76 No. 6. Federal Highway Administration. Accessed at https://highways.dot.gov/public-roads/mayjune-2013/how-does-transportation-affect-public-health.

5.8 Determination of whether Disproportionately High and Adverse Impacts would Occur to Environmental Justice Populations under the Preferred Alternative

Per FHWA Order 6640.23A, a *Disproportionately High and Adverse Effect on Minority and Low-Income Populations* is an adverse impact that:

(1) is predominately borne by a minority population and/or a low-income population; or

(2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

In determining whether a particular program, policy, or activity would have disproportionately high and adverse impacts on minority and low-income populations, Order 6640.23A states that FHWA (and MDOT SHA) should take into account "mitigation and enhancement measures and potential offsetting benefits to the affected minority and/or low-income populations" as well as "design, comparative impacts, and the relevant number of similar existing system elements in nonminority and non-low-income areas" (FHWA 2012).

Due to the parallel nature of the Preferred Alternative limits of disturbance to I-495 and I-270, plus the infrequent distribution of EJ and non-EJ populations along the Phase 1 South limits, impacts would occur consistently throughout the limits. Non-EJ populations would bear the majority of quantifiable impacts for various resources, including the following:

- 91 percent of impacted properties and 85 percent of impacted property acreage;
- 100 percent of impacted community facility properties and acreage;
- 90 percent of impacted Section 4(f) properties and 98 percent of impacted Section 4(f) property acreage;
- 58 percent of the low-risk, 93 percent of the moderate-risk, and 82 percent of the high-risk sites of hazardous materials concern; and
- 95 percent of impacts to wetlands, 83 percent of impacts to wetland buffers, 84 to 91 percent of impacts to waters (linear feet and square feet, respectively), 77 percent of impacts to the tree canopy, and 89 percent of impacts to floodplains.

Impacts to demographics, traffic, air quality and its effect on public health, safety, visual and aesthetic resources, economy and employment, access and mobility, community cohesion/isolation and quality of life, and impacts resulting from construction would occur consistently along the Phase 1 South limits and more frequently in non-EJ populations.

The types of impacts caused by the Preferred Alternative would not differ between EJ populations and non-EJ populations. The Preferred Alternative includes construction of the following project elements that are distributed throughout the Phase 1 South limits: mainline widening, addition of new direct access and reconstruction of existing interchanges, reconstruction of mainline bridges and overpasses, relocation of utilities, and construction/reconstruction of stormwater management, retaining walls, and noise barriers. Operation of the Preferred Alternative would also be consistent along the Phase 1 South limits. As such, the types of impacts caused by the Preferred Alternative would not be greater in magnitude in EJ populations versus non-EJ populations.

In response to public and agency input and concern about property impacts under the Build Alternatives analyzed in the DEIS, including considerable impacts to EJ populations, MDOT SHA selected the Preferred Alternative for Phase 1 South, which avoided all residential and business displacements and substantially reduced the number and location of potentially impacted EJ populations.

Given the reasoning documented in this EJ Analysis and summarized above and in accordance with EO 12898, USDOT Order 5610.2C, FHWA Order 6640.23A, and an FHWA Guidance on Environmental Justice

(EJ) and NEPA (2011), FHWA and MDOT SHA have determined that a disproportionately high and adverse impact would not occur to the EJ Analysis Area population under the I-495 and I-270 Managed Lanes Study Preferred Alternative.

However, to be responsive to community concerns raised during the outreach and engagement efforts, which identified priorities for improved sidewalks and bicycle facilities, better lighting, and traffic calming measures, MDOT SHA commits to working with the City of Rockville, the City of Gaithersburg, and Montgomery County to:

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

MDOT SHA has incorporated elements into the Preferred Alternative or has committed to additional improvements or the Developer has committed to certain enhancements as part of the P3 Agreement that support fair, accessible, and affordable transportation options for all users of the Study roadways, including traditionally underserved communities, including the following:[53]

- Supporting additional affordable, multimodal travel options including:
  - Toll-free travel for new bus transit on managed lanes for a faster, more reliable trip.
  - Toll-free travel for carpools/vanpools with three or more (3+) occupants.
  - Working with the local communities to expand transit fare subsidies for eligible low-income riders.

- Improving accessibility to work, school, and other modes of transportation via pedestrian and bicycle improvements:
  - Upgrading existing pedestrian and bicycle facilities impacted by the Preferred Alternative by replacing in-kind or upgrading to meet the master plan recommended facilities.
  - Where I-495 and I-270 or associated ramps cross over a roadway and the bridge would be replaced, the mainline and ramp bridges will be lengthened to accommodate the footprint of the master plan facility under the structure.
  - New pedestrian and bicycle facilities including a shared use path on the American Legion Bridge.
  - New sidepaths across MD 190 over I-495.
  - New sidewalk along Seven Locks Road to re-establish the historic connection in the historically African American community of Gibson Grove.
  - Providing safer pedestrian and bicycle improvements and connecting with planned City of Rockville improvements at the MD 189 and I-270 interchange.

[53] The elements listed that are not part of the base design of the Preferred Alternative will be documented in the Record of Decision or, if Developer lead, documented in the P3 Agreement and/or Memoranda of Understanding to ensure they are carried through project development.

- Enhancing transit connectivity and mobility by:
  - Direct and indirect access ramps from the managed lanes to existing transit stations including Shady Grove, Twinbrook, Rockville Metro Stations and Westfield Montgomery Mall Transit Center.
  - Increasing the number of bus bays at WMATA Shady Grove Metrorail Station.
  - Increasing parking capacity at the Westfield Montgomery Mall Transit Center.

- Upgrading existing transportation facilities throughout Phase 1 South for all users of the Study roadways by:
  - Replacing or rehabilitating all existing bridges on or over I-495 and I-270 within the Phase 1 South corridor.
  - Rehabilitating and repaving the existing general purpose lanes for smoother and safer travel for all users.

MDOT SHA has also committed to certain improvements within the historically African American community of Gibson Grove either as mitigation for direct impacts or as commitments for further enhancement. MDOT SHA will construct or fund a new parking lot for the Gibson Grove Church, provide stormwater improvements to the property, and provide a new sidewalk along the west side of Seven Locks Road under I-495 to reestablish the historic connection between Gibson Grove Church and Morningstar Tabernacle No. 88 Moses Hall and Cemetery. Refer to **FEIS**, **Chapter 5.7** and **FEIS**, **Appendix J** for details.

Additionally, the Developer is committed to the following as part of the P3 Agreement:

- Working with Montgomery, Frederick and Prince George's Counties to expand transit fare subsidies for eligible low-income riders.

- The Developer will facilitate the development of a facility improvement program for the installation or replacement of sidewalks, crossings, or signal modifications and formalizing trail development that has pedestrian demand, then rank projects according to safety significance, readiness, and landowner consensus, as part of its commitment to support Montgomery County's Vision Zero Action Plan, which identifies strategies to eliminate serious and fatal collisions on County roads for vehicle occupants, pedestrians, and bicyclists by the end of 2030.[54]

- In support of community, environmental, and sustainability goals, the Developer is requiring the development of a Sustainability Plan for the project to achieve, at minimum, a Gold Award rating as recognized by the EnvisionTM Sustainable Infrastructure Rating System of the Institute for Sustainable Infrastructure ("ISI") and target a Platinum Award in collaboration with the Section Developer. The Sustainability Plan will include actions related to the quality of life surrounding the infrastructure asset, stakeholder and community engagement, natural resource management, ecosystems and biodiversity health, climate resilience and carbon emissions.

[54] See https://www.montgomerycountymd.gov/visionzero/.

Refer to **Chapter 3, Sections 3.1.4** and **3.2** for detail on transit-related elements of the Preferred Alternative as well as transportation commitments. Refer to **Chapter 7, Section 7.2** for detail on all commitments.

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

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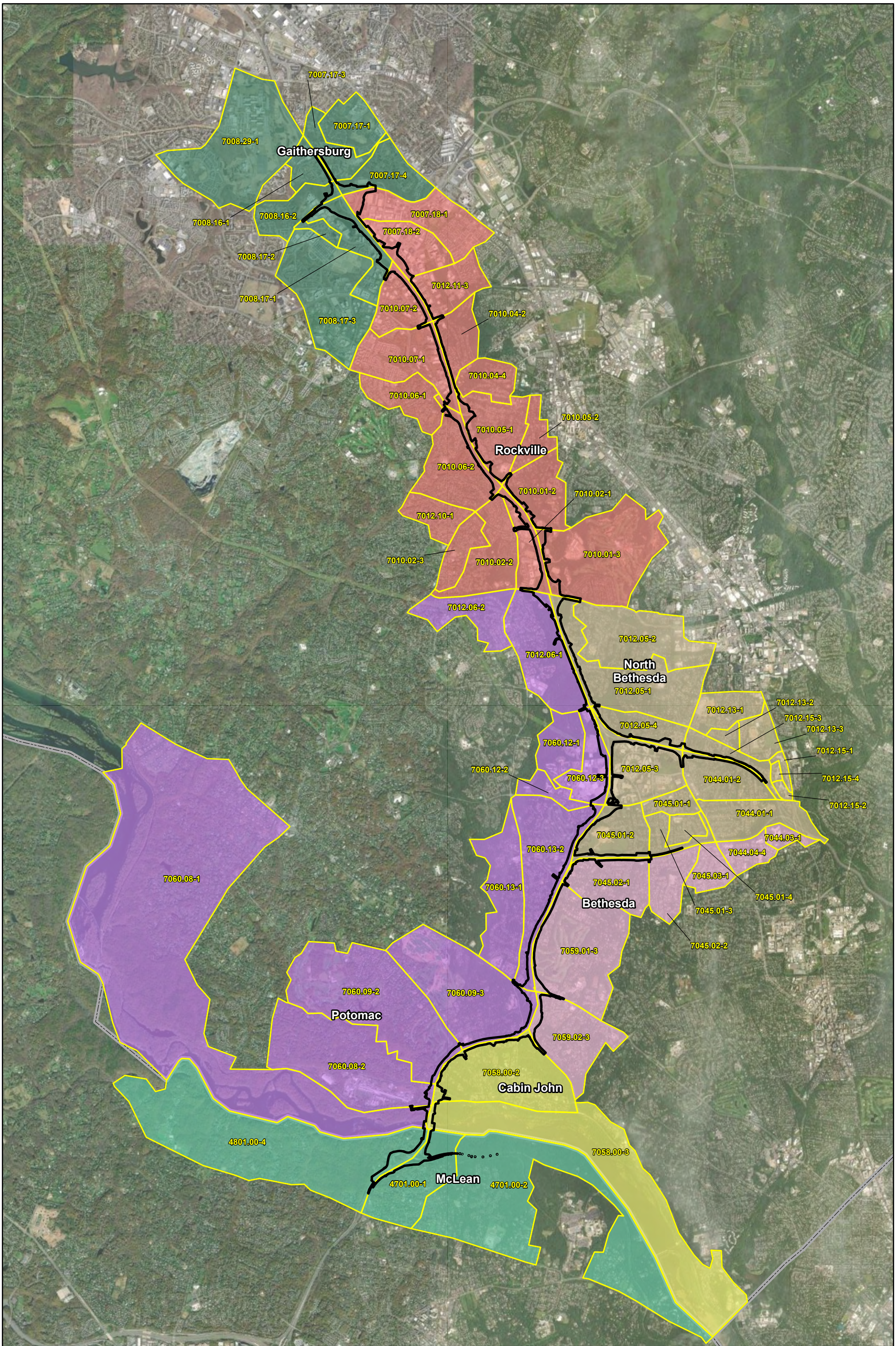
APPENDIX A: CEA Analysis Area Environmental Mapping



Census Block Groups
Limit of Disturbance
County Boundary
State Boundary

N
W
E
S

1:60,951

0 2,000 4,000 Feet

Community Effects Assessment Analysis Area

270 495 MANAGED LANES STUDY

APPENDIX B: Zoning/Land Use Classification Table

Land Use Classification for Purposes of DEIS/SDEIS/FEIS	Zoning Codes by Jurisdiction			
	Montgomery County	**Fairfax County**	**City of Rockville**	**City of Gaithersburg**
Commercial/ Employment	**EOF** – Employment Office, followed by maximum total FAR (0.5, 0.75, 1.0, 1.25, 1.5) **EOFF-0.5** – Employment Office Floating, maximum allowed total density 0.5 **GR-1.5** – General Retail, maximum FAR 1.5 **NR-0.75** – Neighborhood Retail, maximum FAR 0.75	**C-5** – Neighborhood Retail Commercial District	N/A	**C-2** – General Commercial **E-1** – Urban Employment (office, churches, library, research, industry, agriculture?) **E-2** – Moderate Intensity Industrial Park
Industrial	**IM 2.5** – moderate industrial, maximum FAR 2.5 **LSC** – Life Sciences Center, followed by total maximum FAR (1.0, 1.5, 2.0)	N/A	N/A	**I-1** – Light Industrial
Mixed Use	**CR** – Commercial Residential, followed by maximum total FAR (0.5, 0.75, 1.0, 1.25, 1.5, 2.0, 2.5) **CRN-0.5** – Commercial Residential Neighborhood, maximum total FAR 0.5 **CRT** – Commercial Residential Town, followed by maximum total FAR (0.5, 0.75, 1.0, 1.25, 1.5, 2.25, 2.5)	N/A	**MXT** – Mixed-Use Transition **MXC**– Mixed-Use Commercial **MXE** – Mixed-Use Employment **MXCD** – Mixed-Use Corridor District **MXCT** – Mixed-Use Corridor Transition	**CD** – Corridor Development **MXD** - Mixed Use Development
Residential	**R-10** – multi-family; minimum net lot area: 20,000 sq. ft.; 1,000 sq.ft./dwelling **R-20** – multi-family; minimum net lot area: 16,000 sq. ft.; 2,000 sq.ft./dwelling **R-30** – multi-family; minimum net lot area: 12,000 sq. ft.; 3,000 sq.ft./dwelling **R-60** – single-family; minimum net lot area: 6,000 sq.ft. **R-90** – single-family; minimum net lot area: 9,000 sq.ft. **R-200** – single-family; minimum net lot area: 20,000 sq.ft. **RE-1** – single-family; minimum net lot area: 40,000 sq.ft. **RE-2** – single-family detached; minimum net lot area: 2 acres **RE-2C** – single-family; minimum net lot area: 2 acres **R-H** – Multiple-Family, High-Rise Planned Residential; minimum net lot area: 40,000 sq. ft. (1,000-1400 sq.ft./dwelling) **RT-10** – Townhouse; minimum tract area: 20,000 sq.ft.; 10 dwellings units/acre **RT-12.5** – Townhouse; minimum tract area: 20,000 sq.ft.; 12.5 dwellings units/acre **RT-15** – Townhouse; minimum tract area: 40,000 sq.ft.; 15 dwellings units/acre **RT-8** – Townhouse; minimum tract area: 20,000 sq.ft.; 8 dwellings units/acre **THD** – townhouse high density	**R-1** – Residential District, 1 dwelling unit per acre **R-2** – Residential District, 2 dwelling units per acre **R-20** – Residential District, 20 dwelling units per acre **R-E** – Residential Estate District	**R-150** – Low Density Residential **R-200** – Suburban Residential **R-75** – Single Unit Detached Dwelling, Residential **R-90** – Single Unit Detached Dwelling, Restricted Residential **RMD-15** – Residential Medium Density **R-60** – Single Unit Detached Dwelling, Residential **RMD-10** – Residential Medium Density **R-400** – Residential Estate	**R-6** – Medium Density Residential **R-20** – Medium Density Residential **R-90** – Medium Density Residential **R-90 C** – Medium Density Residential Cluster Development **R-A** – Low Density Residential **RP-T** – Medium Density Residential

Planned Unit/Planned Community	**PD-9** – Planned Development, Medium; minimum: 2 dwelling units/acre, maximum: 9 du/a **PD-11** – Planned Development, Medium; minimum: 2 dwelling units/acre, maximum: 11 du/a **PD-28** – Planned Development, High; minimum: 2 dwelling units/acre, maximum: 28 du/a	N/A	**PD** – Planned Development	**R-18** – Medium Density Planned Residential; maximum 18 dwelling units per acre
Park/Open Space*			**PARK** – Park Zone	

*Municipal, stream valley, regional, neighborhood, and national parklands were identified on a property basis and are classified as Park/Open Space in the FEIS and CEAEJ Technical Report.

APPENDIX C: Smart Growth Coordination Checklists

From: Bihui Xu -MDP- <bihui.xu@maryland.gov>
Sent: Wednesday, January 12, 2022 3:06 PM
To: Joseph Kresslein <JKresslein@mdot.maryland.gov>; Marty Baker <mbaker1@mdot.maryland.gov>; David Thomas (Consultant) <DThomas6.consultant@mdot.maryland.gov>; Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Cc: Chuck Boyd <chuck.boyd@maryland.gov>; Michael Bayer -MDP- <michael.bayer1@maryland.gov>; Scott Hansen -MDP- <scott.hansen@maryland.gov>; Donna Buscemi <DBuscemi@mdot.maryland.gov>; Dennis Atkins (Design) <DAtkins@mdot.maryland.gov>; Nicholas Baumann <NBaumann@mdot.maryland.gov>; Erron Ramsey <eramsey@rkk.com>; Tyler Ruth <tyler@blackwaterenvironmentalgroup.com>; Kirby Amoriello (Consultant) <KAmoriello.consultant@mdot.maryland.gov>; Karen Arnold <KArnold@mdot.maryland.gov>; Stacy Talmadge (Consultant) <STalmadge.consultant@mdot.maryland.gov>; Karen Kahl <kkahl@rkk.com>
Subject: Re: I-495 & I-270 Managed Lanes Study - Smart Growth Coordination

Joe, Marty, Caryn, David, and others,

After MDP's management reviewed the updated Checklist A and Checklist B, MDP added the language regarding the potential of induced growth effects in Checklist A (Planning Act Consistency Review) to recognize and address the potential indirect and cumulative growth impacts of the I-495 & I-270 MLS_Alternative 9 - Phase 1 South. Please note that MDP made similar comments on induced growth effects in our DEIS review. Despite the additional language regarding the induced growth issue, MDP still concurs with the Planning Act consistency determination for the I-495 & I-270 MLS_Alternative 9-Phase 1 South.

MDP concurs with the PFA Law compliance determination for the I-495 & I-270 MLS_Alternative 9-Phase 1 South. We made a couple of minor edits in Checklist B (PFA Law Compliance Review).

Please review the revised Checklist A and Checklist B (see the attachments) and let us know if you have any questions or concerns.

Bihui

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Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Consistency Review pertaining to "Maryland's Economic Growth, Resource Protection, and Planning Policy (the Planning Policy)"

Project Name: I-495 & I-270 Managed Lanes Study

Alternative No.: Alternative 9 - Phase 1 South

County: Montgomery

Tier 1 - Pre-CTP/Project Planning Screening

The Tier 1 - Pre-CTP/Project Planning Screening should be completed prior to project scoping (prior to purpose and need).

The Tier 1 review is the initial screening which provides a broad assessment on a project's growth implication and its likelihood of consistency with the 12 Visions of the Planning Policy as defined in §5-7A-01 of the State Finance and Procurement and the goals of the 2040 Maryland Transportation Plan.

This evaluation will be performed on a Major Capital Transportation Project prior to its inclusion in the Consolidated Transportation Program (CTP). It could also be used for projects at various stages of the development, e.g., in county priority letters and for the Highway Needs Inventory (HNI).

This screening provides the State with a general understanding of a project's potential growth and transportation impacts as well as assists State's project investment decision.

The following questions and review factors provide the guidance on the consistency review. The questions/criteria are not intended to be all-inclusive for all projects. **Professional judgment should be used along with the questions to assist in determining whether the project is likely to have growth implications based on local area conditions.**

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Increasing Capacity

1. **Could the project likely add capacity to an existing facility or provide new capacity for an area not currently serviced by the facility?**	**Q1. Answer** (◉ Yes ○ No) Reset Q1

Please provide a brief response to support your answer below.

The Managed Lanes Study (MLS) proposed action consists of adding two, new High Occupancy Toll (HOT) managed lanes on I-495 in each direction from the George Washington Memorial Parkway to east of MD 187. On I-270, the proposed action consists of converting one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. The proposed action adds capacity to the existing I-495 and I-270 highway facilities through the construction of new HOT managed lanes, new interchanges, and the modification of existing interchanges.

If the project meets one or more of the conditions provided in a. or b. below, the project is considered increasing transportation capacity. If the answer to Question 1 is "Yes," then the project is likely to affect land use and the reviewer should proceed to Question 2, 3 and 4. If the answer to Question 1 is "No," the project is unlikely to have significant growth impacts and the review is complete.

a. Definition of Additional/Increased Capacity for Highways includes the following:
   1) New interchange construction;
   2) Conversion/reconstruction of an existing intersection or interchange to provide additional movements/access that may facilitate unintended development.*
   3) Any new construction or reconstruction of an existing roadway that would provide an additional through travel lane between two intersecting roadways that is equal or greater than one-lane mile of roadway.

   ***Localized improvements intended to enhance traffic operations within these limits such as facilitating turning movements and/or functioning as an acceleration/deceleration or auxiliary lane would not be considered additional capacity.**

b. Definition of Additional/Increased Capacity for Transit includes the following:
   1) A new rail line or dedicated service-lane transit line;
   2) An extension/expansion of existing rail or dedicated-service-lane transit line;
   3) An addition of a new transit station; and
   4) A transit project that requires major highway improvements for transit accommodation.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Affecting Land Use

2. Could the project have potential to facilitate or accommodate planned and/or unplanned growth or transform current land use patterns?	Q2. Answer (•) Yes ( ) No Reset Q2

Please provide a brief response to support your answer:

Within the MLS project area, the MLS proposed action will have potential to facilitate and accommodate planned or unplanned growth, and support opportunities primarily for redevelopment, as well as isolated opportunities for new growth, along the study limits. The proposed action is located entirely within PFAs. The areas in the study area consist primarily of established communities, as well as targeted growth and revitalization areas. Small areas of future growth, limited large lot development, and rural resources also exist in the study area. The study area have been transformed by the intensification of development in past decades and has shifted from rural to almost entirely developed suburban and urban land uses. Growth in the study area, through land use and growth policies and regulations, is directed to existing suburban and urban communities and mainly along transportation corridors. As much of the MLS project need derives from the need to accommodate existing traffic and long-term traffic growth in the study area, the proposed action would primarily accommodate existing and planned growth and would not change the existing land use patterns.

While the MLS proposed action with increased highway capacity occurs within PFAs, it could likely have indirectly and cumulatively induced growth impacts outside PFAs, especially considering the cumulative and indirect growth impacts that could be resulted from the potential and future I-270 project from I-370 to I-70, which is under a pre-NEPA study. However, in Montgomery County the potential large lot development in non-PFAs within the study area would be limited to low development capacity. The state and affected local jurisdictions should make concerted efforts to discourage induced development outside PFAs and locally designated growth areas, especially in Frederick County if the I-270 project from I-370 to I-70 would be carried forward in the future.

When answering Question 2, consider the following factors where applicable:

a. General location of the project: urban, rural, or suburban, Priority Funding Areas (PFAs), Local and State Growth & Conservation Areas.
b. Current general growth trend in the project area.
c. Current general development capacity and/or pressure in the project area.
d. Local development policies and regulations on growth.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Likelihood of the changes in growth rate and/or amount, or land use type/pattern (e.g., from agricultural/forest/barren land to residential, residential to commercial, and low density to high density) because of the potentially improved transportation capacity.

If the answer to Question 2 is "Yes", the project is likely to have growth implications and the reviewer should proceed to Questions 3 and 4.

If the answer to Question 2 is "No," then the project is not likely to have growth implications, and the review is complete.

Consistency with Local Plans

3. Is the project consistent with the local comprehensive and/or transportation plans?

If yes, list the plans, the dates the plans were adopted, and discuss a. and b. below in your response.

Q3. Answer

(•) Yes ( ) No

Reset Q3

The MLS is included in the technical update of the Montgomery County Master Plan of Highways and Transitways (MPOHT), approved July 24, 2018. Additionally, the MLS is included in the Montgomery County MPOHT mapbook, amended May 20, 2020. In the MPOHT, the MLS is referred to as proposed high occupancy vehicle (HOV) lanes for I-495 between the I-270 West Spur and the American Legion Bridge. The MPOHT includes all existing and planned transportation facilities. Its vision is based on supporting the development of the County and its transportation infrastructure, including having a transportation system that builds and maintains livable communities and aids quality of life. These principles are in accordance with what is laid out in the Montgomery County General Plan, amended 1993, which aims to direct growth to the urban ring around Washington, DC, and development corridors, such as the I-270 corridor, that are along major roads. This growth strategy allows for the preservation of open space, farmland, and low-density residential uses. The MLS would provide for improvements to an existing transportation facility along almost entirely developed corridors and is needed to accommodate past and planned future growth. For those reasons, and the Purpose and Need's focus on enhancing existing and planned multimodal mobility and connectivity, the MLS would be consistent with the land use and transportation recommendations set out in the Montgomery County General Plan.

When answering Question 3, consider the following factors where applicable:

a. The project is in a local comprehensive or transportation plan.
b. The project addresses a local transportation recommendation or strategy.

To address Question 3, the project could be amended into the local comprehensive and/or transportation plans.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Consistency with State Plans

4. Will the project likely be consistent with the 12 Visions of the Planning Policy and the goals of the 2040 Maryland Transportation Plan (MTP)? *List the 12 visions and goals of the MTP that pertain to the project and discuss why they pertain.*	Q4. Answer (•) Yes ( ) No Reset Q4

The MLS proposed action will likely be consistent with the 12 Visions of the Planning Policy and the goals of the 2040 Maryland Transportation Plan. Relating to the 12 visions, the MLS will enhance quality of life by addressing congestion, improving trip reliability, and providing multimodal roadway travel choice. The public involvement and engagement process, starting in early 2018 to the present, considered the vast diversity of community resources and included outreach, information sessions, open houses, public comment periods, and public hearings. The project occurs in areas designated for growth in existing population and business centers and is transportation infrastructure that will primarily accommodate redevelopment and growth in PFAs and locally designated growth areas. Although the proposed action could likely have induced growth effects, the state and affected local jurisdictions would make concerted efforts to discourage induced development outside PFAs. The MLS is part of a well-maintained and multimodal transportation system that facilitates convenient, affordable, and efficient movement of people, goods, and services. It also supports a state economic development goal of improving the movement of goods and services to support a strong and healthy economy. The MLS focuses on stewardship, environmental protection, and resource conservation through the incorporation of environmental responsibility, minimizing environmental impacts to the greatest extent practicable, and balancing efficient growth with resource protection. The strategies, policies, programs, and funding for the project are integrated across local, regional, state, and interstate levels.

For the 2040 Maryland Transportation Plan (MTP), the MLS proposed action is located entirely within PFAs and contains designated growth areas including Targeted Growth/Revitalization areas, Future Growth Areas, and Sustainable Communities. Opportunities for redevelopment and development would reflect smart and sustainable principles, following planning guidelines and regulations established by Montgomery County, the City of Rockville, and the City of Gaithersburg. There is no development capacity in environmentally sensitive areas, and the environmental impacts associated with the proposed action have been avoided and minimized to the greatest extent practicable, specifically in areas of sensitive or recreationally valuable resources, such as NPS and M-NCPPC park properties. An identified goal of the MLS is environmental responsibility, presenting opportunity for environmental stewardship. The proposed action includes multiple transit elements to address the identified needs of enhancing multi-modal mobility and connectivity while reducing reliance on single-occupant vehicle (SOV) trips. Transit improvements include:

- Allowing bus transit usage of the high occupancy toll (HOT) managed lanes toll free
- Accommodating direct and indirect connections from the HOT managed lanes to existing transit stations and planned Transit Oriented Development at the Shady Grove Metro, Twinbrook Metro, Montgomery Mall Transit Center, and Medical Center Metro
- Committing to regional transit improvements to enhance existing and planned transit and support new opportunities for regional transit service including constructing new bus bays at Washington Metropolitan Area Transit Authority's (WMATA) Shady Grove Metrorail Station and increased parking at the Westfield Montgomery Mall Park and Ride.

Bicycle and pedestrian improvements have also been incorporated into the proposed action. These improvements include replacing, upgrading, or providing new pedestrian/bicycle facilities consistent with local master plans where existing facilities exist or crossroad bridges would be reconstructed. Additional bicycle and pedestrian commitments include:

- Constructing a new shared use path across the American Legion Bridge to connect facilities in Maryland and Virginia to support regional multimodal travel
- Lengthening the I-270 bridge over Tuckerman Lane to accommodate future pedestrian/bicycle facilities along Tuckerman Lane
- Constructing new side paths across MD 190 over I-495
- Widening the existing variable-width side path along Seven Locks Road under I-495
- Constructing a new sidewalk along the west side of Seven Locks Road under I-495 to connect the First Agape AME Zion Church and Morningstar Tabernacle No. 88 Moses Hall and Cemetery.

When answering Question 4, consider the following factors where applicable:

Please note that a thorough evaluation of consistency with the 12 Visions of the Planning Policy and the goals of the 2040 Maryland Transportation Plan are conducted in the Tier 2 Review (see below).

For the MTP consistency evaluation, please refer to "MDOT CTP Project Questionnaire: Annual Request to Maryland DOT for Project Funding."

a) Inside PFA, Sustainable Communities, Targeted Growth & Revitalization Area, or Future Growth Area.
b) Likely in support of smart and sustainable development & redevelopment in the areas indicated in the "4.a" factor above.
c) Unlikely or minimum potential direct and/or indirect impacts to environmentally sensitive and rural areas and resources;

d) Likely potential for environmental stewardship;
e) Potential for supporting multi-modal transportation, particularly for transit, pedestrian and bicycle facilities and improvements that reduce reliance on single-occupant vehicle (SOV) travels;
f) Needed primarily for safety;

To address Question 4, the project location and purpose could be revisited for consistency with the Planning Policy and/or Maryland Transportation Plan.

If the answer to both Questions 3 and 4 is "Yes," then the State is likely to consider including the project in the HNI and/or CTP. Tier 2 will be completed, 1) after the project is funded in the CTP for project planning, 2) at the Alternates Retained for Detailed Study stage, and 3) when prior to the Preferred Alternative approval.

If the answer to Question 3 or 4 is "No," then the project is not likely to be considered for inclusion in the HNI or CTP and the review is complete.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Tier 2 – CTP Project Planning Review

The Tier 2 – CTP Project Planning Review should be conducted for the Alternates Retained for Detailed Study (ARDS) and for the Preferred/Selected Alternative. A checklist may be needed for each alternative, if answers differ.

After a project planning study is funded, MDOT and MDP in coordination with other state, local, federal, and regional agencies will determine if the project is consistent with the Planning Policy, which will help to guide the development of project alternatives and strategies. The following questions and criteria provide the guidance on the consistency review and are not intended to be all-inclusive for all projects. **Use professional judgment along with the questions to assist in determining if the project is likely to have growth implications based on local area conditions.**

1. **Will the project add capacity to an existing facility or provide new capacity to a new area not currently accessed by the roadway or transit system?**	**Q1. Answer** (◉ Yes ○ No) Reset Q1

Please provide a brief response to support your answer:

The Managed Lanes Study (MLS) Preferred Alternative, Alternative 9 Phase 1 South, consists of adding two, new High Occupancy Toll (HOT) managed lanes on I-495 in each direction from the George Washington Memorial Parkway to east of MD 187. On I-270, the Preferred Alternative consists of converting one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. The Preferred Alternative proposes adding capacity to the existing I-495 and I-270 highway facilities through the construction of new HOT managed lanes, new interchanges, and the modification of existing interchanges.

Reevaluation of this question in the Tier 2 Review is needed. Once the project is added to the CTP for the NEPA project planning study, the scope and scale of the project may be changed as compared to the feasibility study or assessment conducted in the Tier 1 Review. It is understood that not every transportation project will have growth impacts, but only those that will improve transportation accessibility by shortening travel times and lowering travel costs to certain extents that could cause land use or growth changes. This question addresses what types of transportation projects that may have growth or land use impacts. Please note that the growth or land use impacts from a project could be positive or negative in terms of its smart growth implications.

a) Definition of Additional/Increased Capacity for Highways includes:
   1) New interchange construction;
   2) Conversion/reconstruction of an existing intersection or interchange to provide additional movements/access that may facilitate unintended development.*

3) Any new construction or reconstruction of an existing roadway that would provide an additional through travel lane between two intersecting roadways that is equal or greater than one-lane mile of roadway.

***Localized improvements intended to enhance traffic operations within these limits such as facilitating turning movements and/or functioning as an acceleration/deceleration or auxiliary lane are not considered additional capacity.**

b) Definition of Additional/Increased Capacity for Transit includes:
   1) New rail or dedicate service-lane transit line;
   2) Extension/expansion of existing rail or dedicated-service-lane transit line;
   3) Addition of a new transit station; and
   4) Transit project that requires major highway improvements for transit accommodation.

Questions 2 through 6 guide the analysis of the project's growth and land use impacts.

Question 2 considers the project location and how it relates to the defined geographic areas. Examining the project location and its relationship with various defined geographic areas helps to determine appropriate types of transportation improvements pertaining to different areas.

2. In the project corridor, how is the project related to PFAs, Local and State Growth & Conservation Areas, and/or Sustainable Communities?

Please provide a brief response to support your answer based on the consideration of 2a through 2g below:

The MLS Preferred Alternative proposes build improvements on I-495 from the George Washington Memorial Parkway to east of MD 187 and on I-270 from I-495 to north of I-370 including the I-270 east and west spurs. The Preferred Alternative is located entirely within PFAs. Local Municipal Growth Areas are located in the study limits. The areas in the study limits consist primarily of established communities, as well as targeted growth and revitalization areas. Small areas of future growth, large lot development, and rural resources also exist in the study limits. The study limits also contain Sustainable Communities.

The Preferred Alternative is located inside areas where growth and revitalization are targeted and includes a small area where land or resource preservation is targeted, along I-495 near Clara Barton Parkway and the C&O Canal Towpath. These areas are protected resources owned by the National Park Service and thus, sprawl is not likely to occurred. Additionally, the Preferred Alternative is located inside Established Community Areas, where the priority is to preserve the existing community characteristics.

When answering Question 2, consider the following factors where applicable:

a) Are there any PFAs in the study area?
b) Is the project located inside the PFA?

c) What are the Local and State Growth & Conservation Areas including Sustainable Communities in the project corridor?
d) Is the project inside the Local and State Growth & Conservation including Sustainable Communities Areas where growth or revitalization is targeted?
e) Is the project inside the Local and State Growth & Conservation Areas where land and/or resource preservation is targeted?
f) Is the project inside the Local and State Growth & Conservation Areas where sprawl[1] is likely to occur (e.g., Large Lot Development Area)?
g) Is the project in an Established Community Area where the priority is to preserve the existing community characteristics (e.g., a historic district)?

The Local and State Growth & Conservation Area Guidelines provide the transportation objectives of each defined area, which help to define appropriate transportation improvements in each area.

A RIPD project reviewer should coordinate with related local jurisdictions to answer Question 7, which evaluates if and/or how the project would support smart and sustainable growth in designated growth areas. The evaluation helps to understand how transportation and land use could be better integrated to support smart growth.

3. Based on coordination with the local jurisdictions, will the project support development or redevelopment in designated growth areas, e.g., Targeted Growth/Revitalization Area, Priority Funding Areas, or Sustainable Communities?

Please provide a brief response to support your answer based on the consideration of 3a) through 3g) below:

Q3. Answer

(•) Yes ( ) No

Reset Q3

The MLS Preferred Alternative will support opportunities primarily for redevelopment, as well as isolated opportunities for new growth, along the study limits. The Preferred Alternative is located entirely within PFAs and contains designated growth areas including Targeted Growth/Revitalization areas, Future Growth Areas, and Sustainable Communities. These developments would reflect smart and sustainable principles, following planning guidelines and regulations established by Montgomery County, the City of Rockville, and the City of Gaithersburg. These developments would be supported by existing and planned infrastructure. The MLS could both directly or indirectly facilitate these developments and growth and will provide improvements to HOT lanes, transit, and pedestrian and bicycle facilities.

When answering Question 3, consider the following factors where applicable:

a) Are re-development or new growth opportunities proposed in the project area/corridor?

[1] Sprawl means the dispersed, low-density or low- intensity development outside of Priority Funding Areas.

b) Are these growth opportunities/developments in designated growth areas, e.g., PFAs, Targeted Growth/Revitalization Areas, Sustainable Communities, or Future Growth Areas?
c) Do these developments reflect smart and sustainable principles, e.g., compact and mixed-use where homes, stores, and offices, as well as schools, libraries, parks, recreation centers and other public facilities, are well connected, rather than isolated from one another; walkable and promoting transit and pedestrian/bicycle connections; encouraging infill; promoting affordable or workforce housing; promoting green energy and energy efficiency, etc.?
d) Are these developments supported by existing or planned infrastructure?
e) Will the project directly or indirectly facilitate these growth/developments?
f) Will the project support redevelopment/infill?
g) Does the project provide the types of transportation improvements including pedestrian and bicycle facilities that are suitable to the existing/new development areas?

The Local and State Growth & Conservation Area Guidelines provide the transportation objectives of each defined area, which help to define appropriate transportation improvements in each area.

Question 4 addresses how the project will minimize its direct environmental and natural resource impacts and provide opportunities for environmental stewardship and resource enhancement. Evaluation of the question helps us to understand what transportation, environmental, and/or other measures including land use policies, are in place to mitigate and/or help to enhance the resources affected by the project.

4. Will the project include sufficient measures to mitigate impacts and preserve and enhance natural resources and environmentally sensitive and rural lands?

Please provide a brief response to support your answer based on the consideration of 4a) through 4c) below:

Q4. Answer

(•) **Yes** ( ) **No**

Reset Q4

The MLS would have impacts to environmental and natural resources, including parkland; communities and properties; historic resources; wetlands and waterways; 100-year floodplains; forest canopy; rare, threatened, and endangered species habitat; and unique and sensitive areas. The impacts associated with the Preferred Alternative have been avoided and minimized to the greatest extent practicable and have specifically been refined in areas of sensitive or recreationally valuable resources, such as NPS and M-NCPPC park properties. Final avoidance and minimization efforts are ongoing. The FEIS and ROD will document these efforts and include a final mitigation package for any unavoidable impacts above and beyond what is required.

When answering Question 4, consider the following factors where applicable:

a) What are the environmental and natural resource impacts from the project?
b) Are the impacted resources in state or locally designated environmental sensitive or resource significant areas, e.g., Priority Preservation Areas, GreenPrint Areas, Historic and Cultural Areas, Water Resource Areas, and other resource/land conservation areas?

c) What are the federal, state, or local mitigation measures that would be provided by the projects?*

*Mitigation measures may include, but are not limited to, required regulatory mitigation, stewardship/enhancements that are above and beyond the mitigation requirements (if any), and project design/modification to avoid/minimize impacts. The appropriate NEPA/MEPA document prepared for the project includes an assessment of environmental impacts and recommendations for mitigation of these impacts resulting from the project. The permit review and compliance review processes for the project will ensure that the documented revisions will be implemented.

5. **Will the project facilitate or accommodate planned or unplanned development that adversely affects environmentally sensitive resources and/or rural lands?** **If yes, does the project include measures to address the adverse land use impacts? Explain below.** **If no, explain below.** ***Please provide a brief response to support your answer based on the consideration of 5a) through 5k) below:***	**Q5. Answer** ○ Yes ◉ No Reset Q5

The MLS proposed action would not be likely to have direct development impacts outside PFAs in the study area, but it would likely have some indirectly and cumulatively induced growth outside PFAs. The MLS project contains one small portion of environmentally sensitive/rural resource area, along I-495 near Clara Barton Parkway and the C&O Canal Towpath. The land uses within the study area has been transformed by the intensification of development in past decades and has shifted from rural to almost entirely developed suburban and urban land uses. There is no development capacity in the environmentally sensitive/rural resource area mentioned above, as these areas are protected resources owned by the National Park Service.

Growth in the study area, through land use and growth policies and regulations, is directed to existing suburban and urban communities and along transportation corridors. Pressure for growth would not be found in the small area near Clara Barton Parkway and the C&O Canal. In Montgomery County, other areas outside PFAs could have limited and low-capacity large lot development. However, Montgomery County does have programs in place, such as Transferable Development Rights (TDR) and land preservation programs, that would deter sprawl and minimize development in resource areas. The MLS would not change the existing land use patterns, especially in Montgomery County. Much of the project need derives from the need to accommodate existing traffic and long-term traffic growth in the study area. The state and local jurisdictions should make concerted efforts to discourage induced development outside PFAs and locally designated growth areas, especially in Frederick County if the I-270 project from I-370 to I-70 would be carried forward in the future.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

A RIPD project reviewer should coordinate with related local jurisdictions to answer Question 5, which addresses potential indirect land use and resource impacts of the project and the measures that will minimize the indirect effects. Evaluation of the question helps us to understand if the project has indirect adverse land use/resource impacts and what transportation, environmental, and/or other measures including land uses are in place to minimize the indirect effects.

When answering Question 5, consider the following factors where applicable:

a) If the answer to Question 1 (i.e., adding capacity) is "yes," the project is likely to have growth implications, proceed to the following sub-questions.
b) Is the project located inside, or does it run through the environmentally sensitive and rural resource areas indicated in Question 2 factors d), e), and f) above?
c) What are the past and current growth trends in the project study area?
d) Is there development capacity[2] in the rural areas indicated in b) above?
e) Is there growth pressure in the project area, especially in the rural areas indicated in b) above?
f) Do local land use and growth policies, programs and regulations that would deter sprawl development in the rural areas indicated in b) above (e.g., only allowing 1 residential unit/20 acres in rural/agricultural areas, an effective Transfer of Development Rights (TDR) program, land preservation programs) exist?
g) Are there any state or local environmental and resource programs that will help prevent development in the resource areas indicated in b) above, (e.g., easement protection, public ownership, and programs of protecting wetlands and water resources)?
h) Will the project provide improved accessibility or new access to the resource areas indicated in b) above?
i) After analysis of the above sub-questions, will the project likely change the amount of growth or land use type/pattern?
j) Will the project provide access management and/or control measures to discourage development in the resource areas indicated in b) above?
k) Will the project consider other transportation, environmental, or land use measures that minimize or avoid adverse growth or land use impacts?

6. Will the project support environmental, economic, and social sustainability of Maryland communities?	**Q6. Answer**
	(•) Yes ( ) No
Please provide a brief response to support your answer based on the consideration of 6a) through 6i) below:	Reset Q6
The MLS Purpose and Need is 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 and connectivity. This includes accommodating existing	

[2] Development capacity means additional residential and/or commercial development based on current or potential land use/zoning regulations and policies.

traffic and long-term traffic growth, enhanced trip reliability, additional roadway travel choices accommodate homeland security and improve the movement of goods and services. Additionally, the MLS identified a goal of environmental responsibility. The Managed Lanes Study (MLS) incorporates principles from MDOT SHA's Complete Streets Policy such as, achieving equal opportunity and non-discrimination for all persons, upholding the American Disability Act (ADA), improving bicycle access, incorporating shared uses paths, transit elements, and informative signage, among others. Specifically, the Preferred Alternative includes multiple transit elements to address the identified needs of enhancing multi-modal mobility and connectivity while reducing reliance on single-occupant vehicle (SOV) trips. Transit improvements include:

- Allowing bus transit usage of the high occupancy toll (HOT) managed lanes toll free
- Accommodating direct and indirect connections from the HOT managed lanes to existing transit stations and planned Transit Oriented Development at the Shady Grove Metro, Twinbrook Metro, Montgomery Mall Transit Center, and Medical Center Metro
- Committing to regional transit improvements to enhance existing and planned transit and support new opportunities for regional transit service including constructing new bus bays at Washington Metropolitan Area Transit Authority's (WMATA) Shady Grove Metrorail Station and increased parking at the Westfield Montgomery Mall Park and Ride.

Bicycle and pedestrian improvements have also been incorporated into the Preferred Alternative. These improvements include replacing, upgrading, or providing new pedestrian/bicycle facilities consistent with local master plans where existing facilities exist or crossroad bridges would be reconstructed. Additional bicycle and pedestrian commitments include:

- Constructing a new shared use path across the American Legion Bridge to connect facilities in Maryland and Virginia to support regional multimodal travel
- Lengthening the I-270 bridge over Tuckerman Lane to accommodate future pedestrian/bicycle facilities along Tuckerman Lane
- Constructing new side paths across MD 190 over I-495
- Widening the existing variable-width side path along Seven Locks Road under I-495
- Constructing a new sidewalk along the west side of Seven Locks Road under I-495 to connect the First Agape AME Zion Church and Morningstar Tabernacle No. 88 Moses Hall and Cemetery.

The MLS Preferred Alternative promotes communities in Montgomery County where smart and sustainable growth principles are kept and emphasized in planning documents. The MLS is a state priority that supports a significant industrial and business development in the state, with a focus

on improving the movement of goods and services within the National Capital Region to increase efficiency, reliable highway movement, and support a strong and healthy economy.

A RIPD project reviewer should coordinate with related local jurisdictions to answer Question 6, which provides an opportunity to assess the project's additional benefits or effects to sustainability (e.g., safety, healthy environment, climate change, energy efficiency, economic growth). **Please note that the analyses of Questions 3 through 5 also largely help to answer Question 6. When answering Question 6, consider the following factors as examples, where applicable:**

a) Does the purpose and need statement address these benefits?
b) Does the project incorporate Complete Streets principles? See SHA's Complete Streets Policy for guidance.
c) Does the project incorporate Transportation System Management (TSM) and/or Transportation Demand Management (TDM) measures, which will maximize the effectiveness of the existing facility?
d) Does the project incorporate green energy use or energy efficiency?
e) Does the project help to reduce greenhouse gas emissions by reducing reliance on single-occupancy-vehicle travels? See the Maryland Greenhouse Gas Reduction Act Plan Update 2015 for guidance.
f) Does the project minimize Climate Change impacts? See SHA's Climate Change policies/guidelines.
g) Does the project help to promote communities where smart and sustainable growth principles are kept? See the Smart Growth Network Online.
h) Is the project a state priority that supports a significant industrial or business development in the State, and is the project study streamlined to reflect its priority?
i) Does the project support resource-based industries/businesses, e.g., agricultural, forestry, mining, outdoor recreation and tourism, renewable energy, and at the same time minimize the intrusion of rural residential development on resource lands?

Based on the responses to questions 1 through 6, if the Smart Growth Transportation Working Group (SGTWG) determine the project is consistent with the Planning Policy, the review is complete.

If it is determined that the project is "inconsistent" with the Planning Policy proceed to Tier 3.

If the project is deemed "inconsistent" based on professional judgment of the SHA Reviewer and the MDP concurs that the project is "inconsistent" then the project will be reviewed by the Smart Growth Transportation Working Group (SGTWG).

If the SGTWG concurs that the project is "inconsistent" the recommendation of the SGTWG would be considered by the SHA Administrator in the selection of a Preferred Alternative.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Tier 3 – Exception Review

Tier 3 – Exception Review (if applicable) should be completed prior to Preferred/Selected Alternative selection process, and again for the Preferred/Selected Alternative.

The Tier 3 - Exception Review helps to determine whether the project should be funded by the State. **Professional judgment should be used along with the questions to assist in determining whether the project is likely to have growth implications based on local area conditions.**

1. **Is there a reasonably feasible alternative?**	**Q1. Answer** ○ **Yes** ○ **No** **Reset Q1**
Please provide a brief response to support your answer: Click here to enter text.	

Question 2 provides an opportunity to document the project benefits and assessment on whether the project's benefits would out weight the adverse impacts resulting from the inconsistency with the Planning Policy.

2. **Do extraordinary circumstances[3] exist which make the project necessary to construct despite a finding of inconsistency in Tier 2?**	**Q2. Answer** ○ **Yes** ○ **No** **Reset Q2**
Please provide a brief response to support your answer: Click here to enter text.	

[3] Based on in the PFA law, "extraordinary circumstances" could mean (1) the failure to fund the project creates an extreme inequity, hardship, or disadvantage and (2) there is no reasonable alternative for the project.

Planning Policy Consistency Checklist for Major Transportation Projects (Checklist A)

Reference Document Links

A. the 12 Visions of the Planning Policy as defined in §5-7A-01 of the State Finance and Procurement
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?pid=&tab=subject5&stab=&ys=2015RS&article=gsf&section=5-7A-01&ext=html&session=2015RS

B. 2040 Maryland Transportation Plan
http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Index.html

C. Priority Funding Areas (PFAs)
http://mdpgis.mdp.state.md.us/PFA/publicinfotemplate/index.html

D. Local and State Growth & Conservation Area Guidelines
http://maryland.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=d27a6456c7024a508e95e2cc360c6ca3

E. MDOT CTP Project Questionnaire
http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/County_Priority_Letters/Documents/Project_Questionnaire.docx

F. SHA's Complete Streets Policy
http://roads.maryland.gov/OPPEN/SHA_Complete_Street_Policy.pdf

G. Maryland Greenhouse Gas Reduction Act Plan Update 2015
http://www.mde.state.md.us/programs/Air/ClimateChange/Documents/ClimateUpdate2015.pdf

H. Smart Growth Network Online
http://www.smartgrowth.org/

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

Compliance Review Pertaining to "Maryland's Smart Growth Legislation (the PFA Law)"

Project Name: I-495 & I-270 Managed Lanes Study

Alternative No.: Alternative 9 -Phase 1 South

County: Montgomery

Tier 1 – "Growth Related" Determination & Location Evaluation

This evaluation is to be conducted early in the project development process, prior to project scoping and definition of purpose and need. Findings should then be reviewed at key points in the process, namely after developing the: a) preliminary alternatives b) Alternatives Retained for Detailed Study (ARDS); and selection of the Preferred/Selected Alternative. Where appropriate, the evaluation should be conducted for each alternative.

Compliance – Statutory Requirements

The PFA law only applies to "growth-related" major capital projects, and the following types of projects are specifically excluded:

a) An existing MDTA transportation facilities project as defined in §4-101(h)
b) A project planning phase as defined in §8-610 (i)
c) An initial project planning phase as defined in §8-610 (e)

Although project planning phases noted above are excluded from the PFA statutory requirements (which pertain to the state's financial involvement), projects at this phase should nonetheless be evaluated in terms of these considerations to ensure that strategies are developed for addressing any such concerns when the project reaches this phase. A formal PFA law compliance evaluation/exception process will proceed when the preferred alternative is recommended, and prior to dedicating state financial support for a major project in the draft Comprehensive Transportation Program (CTP).

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

Growth-Related Major Capital Projects

A first step in determining applicability of PFA law is to consider the definitions as outlined in section 2 of the Transportation article. Consideration as to whether a project is "growth related" is implied as integral to the definition of a project as major or minor".

Major capital project" means "any new, expanded, or significantly improved facility or service that involves planning, environmental studies, design, right–of–way, construction," as defined in §2-103.1 (a) (4) of the Transportation Article.

"Minor capital project" means "any project for the preservation or rehabilitation of an existing facility or service, including the planning, design, right–of–way, construction, or purchase of equipment essential to the facility or service, and generally not requiring the preparation of an environmental impact assessment," as defined in §2-103.1 (a) (5) of the Transportation Article.

"Minor capital projects" also includes those in Statewide and Programmatic Initiatives in the Consolidated Transportation Program (CTP) and classified under the National Environmental Policy Act (NEPA) as Programmatic Categorical Exclusions (PCE) for federally funded projects and under the Maryland Environmental Policy Act (MEPA) as an Environmental Assessment Form (EAF) determinations for state funded projects.

The MD SHA and FHWA-Maryland Division utilized a Programmatic Agreement to efficiently process certain Categorical Exclusion Actions (3/27/12). The Programmatic Categorical Exclusion (PCE) is utilized for those project scopes that will not result in significant social, economic, and environmental impacts, and are, therefore, categorically excluded from the requirement to prepare an individual Categorical Exclusion, Environmental Assessment (EA) or Environmental Impact Statement (EIS).

1. **Is the project a major capital project or a minor capital project and funded by MDOT?**	**Q1. Answer** (•) Major ( ) Minor Reset Q1

Please provide a brief response to support your answer:

The Managed Lanes Study (MLS) is a major capital project, as it includes significant improvements to highway facilities and involves planning, environmental studies, design, right-of-way, and construction. The project will be funded through a Public-Private-Partnership (P3) with additional funding as needed provided by MDOT. Therefore, the MLS project is a growth-related project and is subject the PFA Law.

If the project is determined as a major capital project, it may be a "growth related" project and subject to the PFA law and the reviewer should proceed to Question 2.

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

If the project qualifies as a minor capital project it is not subject to the PFA law and the review is complete.

Location Evaluation

The PFA law specifically requires a major transportation project be located in PFAs to obtain state funding

2. Could any of the project limits be outside a PFA including those in a PFA Comment Area?

Q2. Answer

○ Yes ◉ No

Reset Q2

The MLS Preferred Alternative proposes build improvements on I-495 from the George Washington Memorial Parkway to east of MD 187 and on I-270 from I-495 to north of I-370 including the I-270 east and west spurs. The Preferred Alternative is located entirely within PFAs.

The MLS project is a growth-related project; and the MLS Preferred Alternative, Alternative 9-Phase 1-South, is located entirely within PFAs. Therefore, the MLS Alternative 9 – Phase 1-South complies with the PFA law.

If the answer to Question 2 is "Yes," proceed to Question 3 below.

If the answer to Question 2 is "No," the project complies with the PFA law and the review is complete.

3. Do segments of the project outside PFAs meet the linear features criteria from §11.04.13.03 of COMAR below?

Q3. Answer

○ Yes ○ No

Reset Q3

A. After consultation with the Maryland Department of Planning, SHA may deem a major capital project to be in a PFA, even if segments of the project are outside the PFA, if:

(1) Each segment:
(a) Standing alone would be exempt under State Finance and Procurement Article, §5-7B-06, Annotated Code of Maryland;
(b) Is necessary to eliminate or reduce the number of access points to a highway;
(c) Is necessary to avoid denying access to a property owner with existing access;
(d) Improves or maintains an existing roadway without significantly increasing capacity; or
(e) Comprises less than 5 percent of the lane mileage of the total project length; and

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

(2) The total lane mileage of segments described in §A (1)(a), (b), (c), and (e) of this regulation, does not exceed 20 percent of the total lane mileage of the project.

B. If a highway or roadway serves as a boundary of a PFA, all portions of that highway or roadway immediately adjacent to the PFA, such as ramps, bridges, and overpasses, shall be deemed to be the priority funding area for purposes of State Finance and Procurement Article, §5-7B-04(a), Annotated Code of Maryland".

Please provide a brief response to support your answer:

As linear projects, portions of transportation projects can be located both within and outside of PFAs. A State regulation, (§11.04.13.03 of COMAR) addresses linear features pertaining to PFA locations. Please see the excerpt below from §11.04.13.03 of COMAR: Projects Located within a Priority Funding Area.

If the answer to Question 3 is "Yes," the project is considered to be inside a PFA and complies with the PFA law. Stop here until a decision is reviewed and concurred by the Smart Growth Working Group (SGTWG).

If the answer to Question 3 is "No", the project is considered to be outside a PFA. Proceed to Tier 2 to seek an exception.

For those preparing the Smart Growth Status for the CTP Project Information Forms (PIFs) please follow the instructions below:

If the project is inside a PFA, check "**Project Inside PFA.**"

If the project is outside a PFA, check "**Project Outside PFA**" and check "**Exception Will Be Required**" or "**Exception Granted.**"

If the project is outside the PFA, but received location approval prior to August 1, 1997, check "**Project Outside PFA**" and check "**Grandfathered.**"

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

Tier 2 – Exception Evaluation

Tier 2 – Exception Evaluation (if applicable) should be completed prior to Preferred/Selected Alternative selection process, and again for the Preferred/Selected Alternative.

Exceptions Not Requiring BPW Approval

In accordance with the PFA law, the exceptions listed in Question 1 for projects outside PFAs need approval from the Smart Growth Coordinating Committee and/or the Smart Growth Subcabinet, but not from the Maryland Board of Public Works (BPW) before being eligible for construction funding.

1. **Does the project qualify as one of the following as defined in the Transportation Article** §5-7B-06 (a) of the State Finance and Procurement**?**
   - **a)** Where safety is the primary purpose of the project as defined by the Purpose and Need Statement. (§5-7B-06 (a) (1) of the State Finance and Procurement).
   - **b)** Where a project involves federal funds, to the extent compliance would conflict or be inconsistent with federal law as defined in §5-7B-06 (a) (2) of the State Finance and Procurement.
   - **c)** Where the project serves a commercial or industrial activity that due to its nature, must be located away from other development (e.g., mining, forestry, tourism) as defined in §5-7B-06 (a) (3) of the State Finance and Procurement.

Q1. Answer

○ Yes ○ No

Reset Q1

Please provide a brief response to support your answer

Click here to enter text.

If the project meets any one of the conditions outlined in Question 1a), 1b) or 1c) above, it should be presented to the Smart Growth Coordinating Committee and/or the Smart Growth Subcabinet for review and approval. If an exception is approved, the review is complete.

Major bridge replacement projects that are outside PFAs and will not involve the addition of capacity: After the coordinated review with the Maryland Department of Planning, MDOT will document these projects in a memo as the approval of the safety exception under the PFA law.

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

Exceptions Requiring BPW Approval

In accordance with the PFA law, the exceptions listed in questions 2 through 6 below for projects outside PFAs require approval from the Maryland Board of Public Works before the projects are eligible for state funding for construction.

2. Does the project maintain the existing transportation system and not significantly increase highway capacity (definition above) as determined by MDOT and MDP (§5-7B-05 (a) (3) (i) of the State Finance and Procurement)**?**	**Q2. Answer** ○ Yes ○ No Reset Q2
Please provide a brief response to support your answer:	
Click here to enter text.	

For the purpose of addressing the PFA law compliance, MDOT and MDP agree to apply the following definition to help assist in determining if the project significantly increase highway capacity.

a. Definition of Additional/Increased Capacity for Highways includes the following:
   1) New interchange construction;
   2) Conversion/reconstruction of an existing intersection or interchange to provide additional movements/access that may facilitate unintended development.*
   3) Any new construction or reconstruction of an existing roadway that would provide an additional through travel lane between two intersecting roadways that is equal or greater than one-lane mile of roadway.

   ***Localized improvements intended to enhance traffic operations within these limits such as facilitating turning movements and/or functioning as an acceleration/deceleration or auxiliary lane would not be considered additional capacity.**

b. Definition of Additional/Increased Capacity for Transit includes the following:
   1) A new rail line or dedicated service-lane transit line;
   2) An extension/expansion of existing rail or dedicated-service-lane transit line;
   3) An addition of a new transit station; and
   4) A transit project that requires major highway improvements for transit accommodation.

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

3. Does the project have sole purpose of providing control of access along an existing corridor (§5-7B-05 (a) (3) (iii) of the State Finance and Procurement)**?**

Q3. Answer

○ Yes ○ No

Reset Q3

Please provide a brief response to support your answer:

Click here to enter text.

4. Does the project have to be located away from other development due to its operational or physical nature (§5-7B-05 (a) (3) (iv) of the State Finance and Procurement)**?**

Q4. Answer

○ Yes ○ No

Reset Q4

Please provide a brief response to support your answer:

Click here to enter text.

5. Does the project serve to connect two or more PFAs (§5-7B-05 (a) (3) (ii) of the State Finance and Procurement)**?**

Please note: "connecting PFAs" means the project touches PFAs and it mainly serves and benefits residents or workers in PFAs.

Q5. Answer

○ Yes ○ No

Reset Q5

5a) Are there adequate access controls or other measures in place as part of the project to:

1) Prevent development that is inconsistent with the State Planning Policy?, and
2) Constrain development that detracts from main street areas?, and

5b) Are there reasonable transportation alternatives to address the project purpose and need while not significantly increasing roadway capacity?

Please provide a brief response to support your answer:

Click here to enter text.

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

6. **Are there extraordinary circumstances that warrant preceding the project, considering the following provisions (§5-7B-05 (a) (1) and (2) of the State Finance and Procurement)?** 6a) The failure to fund the project creates an extreme inequity, hardship, or disadvantage that clearly outweighs the benefits from locating the project in PFAs; 6b) There is no reasonable alternative for the project in PFAs in another location within the county or an adjacent county.	**Q6. Answer** ○ Yes ○ No Reset Q6
Please provide a brief response to support your answer: Click here to enter text.	

If the answer to any of Questions 2, 3, 4, 5, or 6 is "Yes," the project must be reviewed by the Smart Growth Coordinating Committee and the Smart Growth Subcabinet before proceeding to the Board of Public Works for approval.

Recommendations from MDOT, the Smart Growth Subcabinet, or the locality where the project is located should be obtained before BPW presentation.

Priority Funding Area (PFA) Law Compliance Checklist for Major Transportation Projects (Checklist B)

Legislative References

A. §2-103.1 (a) (4) of the Transportation Article and §2-103.1 (a) (5) of the Transportation Article
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?article=gtr&section=2-103.1&ext=html&session=2019RS&tab=subject5

B. §4-101(h)
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?article=gtr&section=4-101&ext=html&session=2019RS&tab=subject5

C. §8-610 (e) and §8-610 (i)
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?article=gtr&section=8-610&ext=html&session=2019RS&tab=subject5

D. §11.04.13.03 of COMAR
http://www.dsd.state.md.us/comar/getfile.aspx?file=11.04.13.03.htm

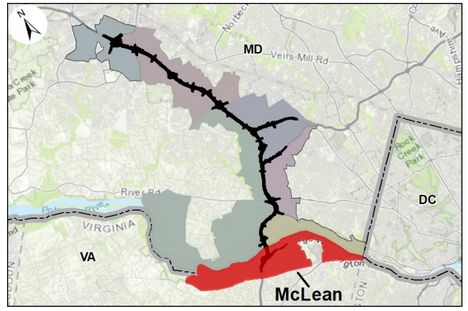
E. State Finance and Procurement Article, §5-7B-04, Annotated Code of Maryland
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?article=gsf&section=5-7B-04&ext=html&session=2019RS&tab=subject5

F. State Finance and Procurement Article, §5-7B-05, Annotated Code of Maryland
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?article=gsf&section=5-7B-05&ext=html&session=2019RS&tab=subject5

G. State Finance and Procurement Article, §5-7B-06, Annotated Code of Maryland
http://mgaleg.maryland.gov/webmga/frmStatutesText.aspx?article=gsf&section=5-7B-06&ext=html&session=2019RS&tab=subject5

APPENDIX D: Community Profiles

McLean CEA Analysis Area Community

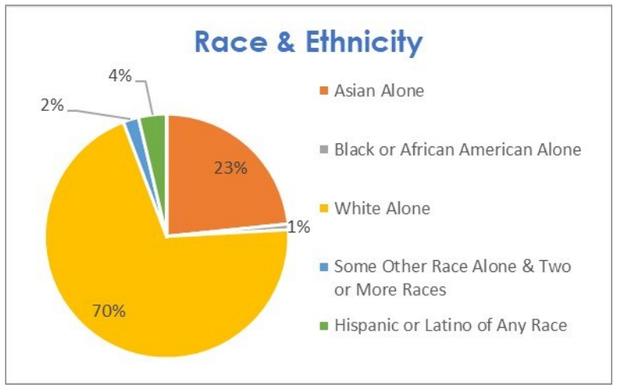


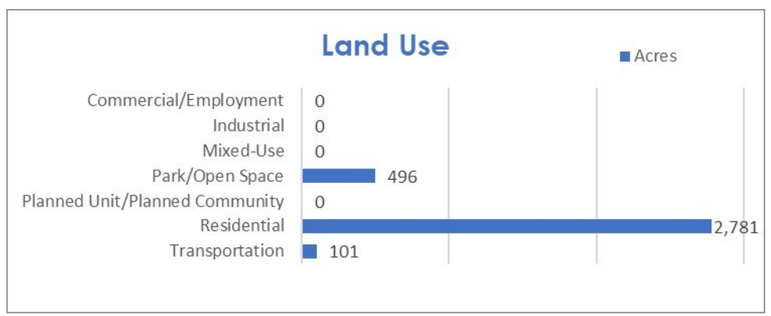
Location: The McLean CEA Analysis Area Community includes three Census block groups and covers 3,377 acres, overlapping the northern border of the McLean Census-Designated Place along I-495 in Fairfax County, Virginia (**Map 1**). The CEA Analysis Area Community is bordered roughly by: the Potomac River to the north; Chain Bridge and Chain Bridge Road to the east; Georgetown Pike (Route 193) and Dolley Madison Boulevard/Chain Bridge Road to the south; and Georgetown Pike and Difficult Run to the west. This is the southwestern-most community in the CEA Analysis Area and the only community located outside of Maryland.

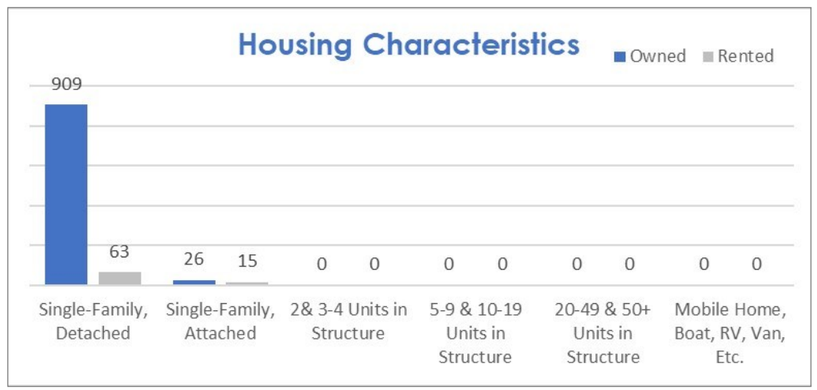
Planning & Development: Planning is guided by the *Fairfax County Comprehensive Plan* (2017) and the *Fairfax County Transportation Policy Plan* (2017). Development patterns in the CEA Analysis Area Community include low-density, single-family houses and ample greenspace and parklands.

Community Facilities: Located within the CEA Analysis Area Community are: 2 schools (Langley High School, The Madeira School); 3 places of worship (Friends Meeting Church, Holy Trinity Church, Immanuel Presbyterian Church); and 2 parks/parkways (George Washington Memorial Parkway, Scott's Run Nature Preserve Park) (**Map 2**). No affordable housing developments were identified in this community.

Environmental Justice Populations: No EJ populations are identified in the McLean CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.

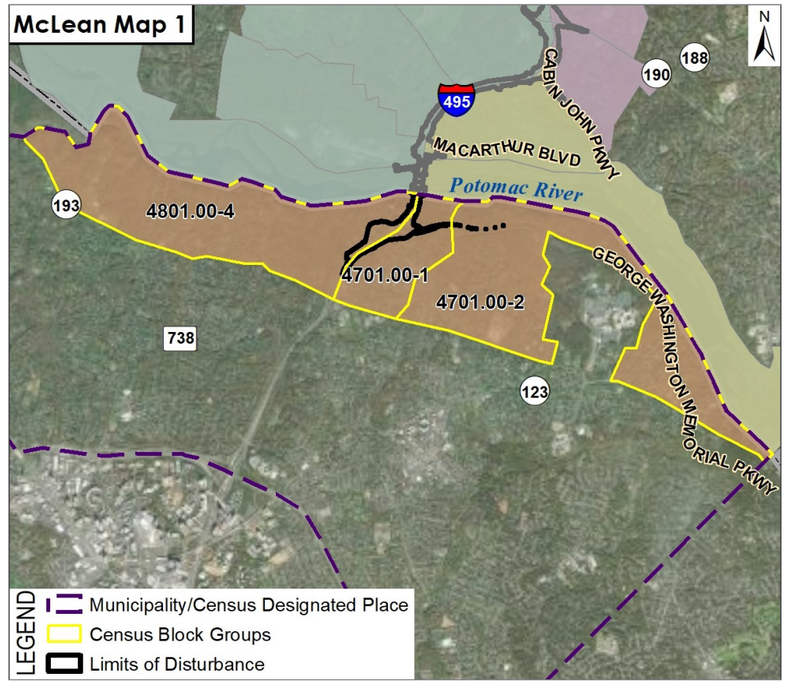


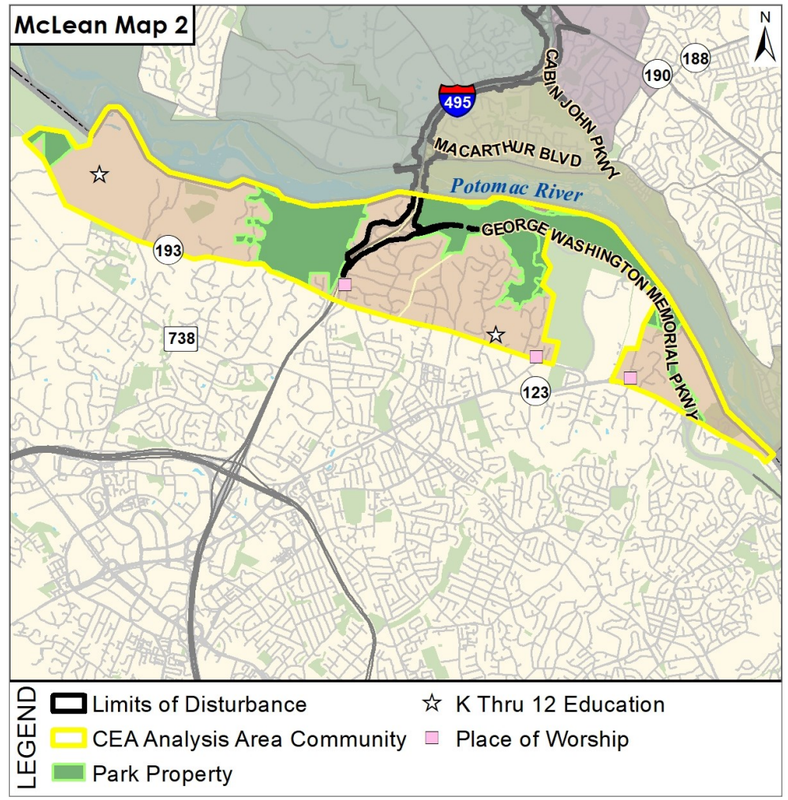




Total Population	**3,024**
as percent of CEA Analysis Area	3%
Median Age	52.8
Households with One + Persons with a Disability	110
Range of Median Household Income (Block Groups)	$228,594-
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,063

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data





McLean CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/ Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	16	**Partial acquisition from:** **1 Park** (George Washington Memorial Parkway)	**Park/Open Space**: 4.2 acres* **Residential:** 0.8 acres **Total Temporary and Permanent Land Required:** 5.0 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, including one park property. Impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities at the I-495 interchange with the George Washington Memorial Parkway. Generally, the Preferred Alternatives would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway networks would be mitigated by the inclusion of signage and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on I-495 that is anticipated under the Preferred Alternative. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would it impede access between residences and community facilities and business, as no properties are accessed directly from I-495. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.

Changes to land use and development would be limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

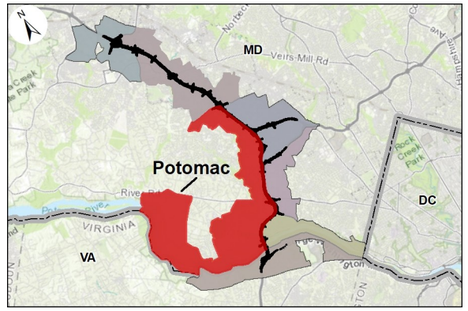
Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Noise abatement for noise sensitive land use/activity areas in McLean was evaluated in coordination with the Virginia Department of Transportation (VDOT) and in compliance with the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. Based on updated analysis, this community contains two noise sensitive land use/activity areas (NSAs) where existing noise barriers would be reconstructed and extended; and one NSA where the existing noise barrier would be displaced by construction and replaced by a reconstructed barrier. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E)**.

Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Preferred Alternative would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

*Park/Open Space land use impact may differ from specific park impact acreage. See Chapter 5.4.3 of the FEIS for specific park impact acreage.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

Potomac CEA Analysis Area Community

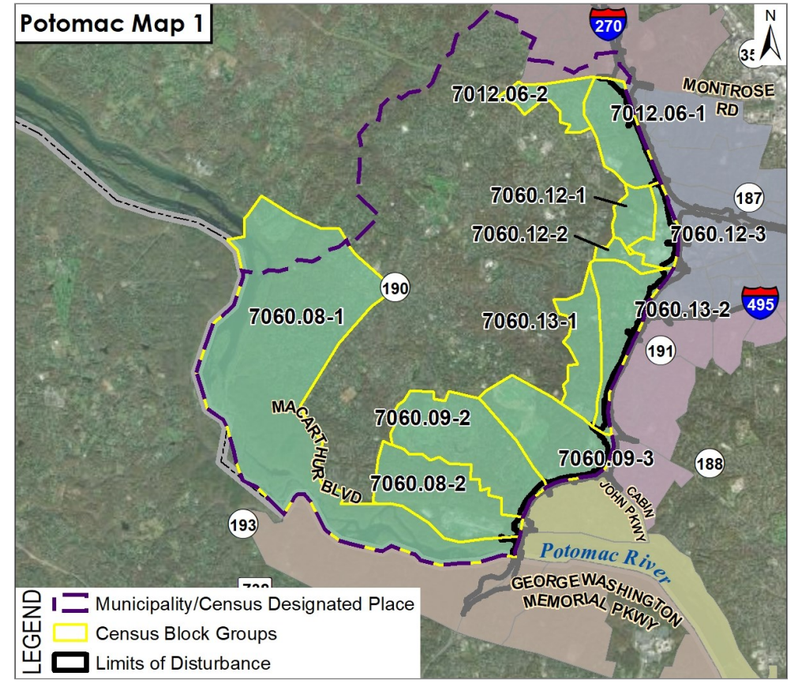


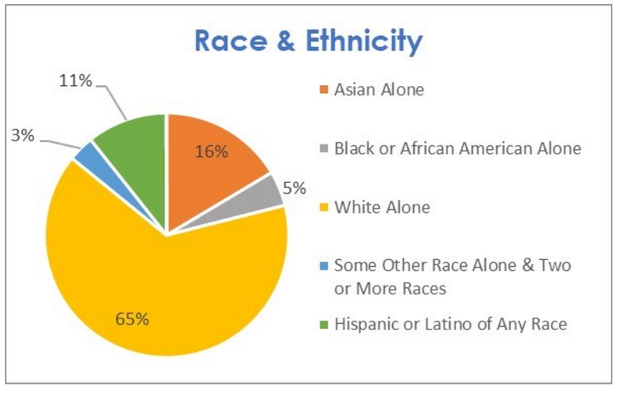
Location: The Potomac CEA Analysis Area Community includes 11 Census block groups and covers 8,971 acres, overlapping the western portion of the Potomac Census-Designated Place in a crescent shape along the I-270 split and I-495 (**Map 1**). The CEA Analysis Area Community extends roughly from the I-270 and Montrose Road interchange south along the west spur of I-270 to its intersection with I-495 and along I-495 to the Potomac River. The community then extends west along the Potomac River to Bealls Island.

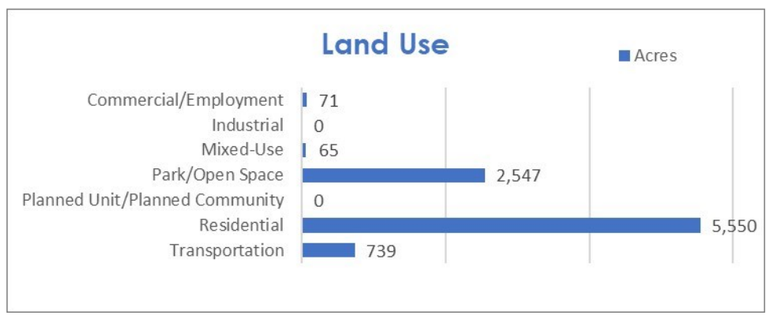
Planning & Development: Planning within this analysis area community is guided by the *Potomac Subregion Master Plan* (2002). Development patterns are primarily rural suburban, with tree-lined residential developments of single-family houses as well as pockets of forested lands and parks located along local and arterial roadways.

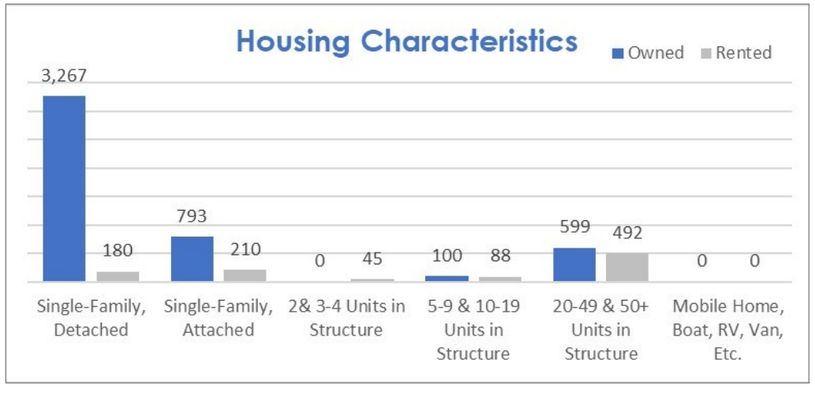
Community Facilities: Within the CEA Analysis Area Community are 9 schools (Beverly Farms Elementary School, Carderock Springs Elementary School, Seven Locks Elementary School, St. James' Children's School, The Harbor School, Mater Dei School, Geneva Day School, Chabad Hebrew School of Potomac, Feynman School); 9 places of worship (Beth Sholom Congregational and Talmud Torah Synagogue, Congressional Heights Baptist Church, Emmanuel Lutheran Church, Geneva United Presbyterian Church, Gibson Grove Church, Greek Orthodox Church of Saint George, Hermon Church, Mount Glory Church, Saint James Episcopal Church); 1 cemetery (Saint Gabriel Cemetery); 5 parks/parkways (Cabin John Stream Valley Park Units 2 and 3, Cabin John Regional Park, Chesapeake and Ohio Canal National Historical Park, Clara Barton Parkway); 2 fire/rescue stations (Cabin John Park Volunteer Fire Department Stations 10 and 30); and 2 post offices (**Map 2**). Additionally, 3 affordable housing developments (Chelsea Towers, Magruder's Discovery, Lakeview House) were identified in this community.

Environmental Justice Populations: Two of the 11 Potomac CEA Analysis Area Community block groups (7060.12-2 and 7060.12-3) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.



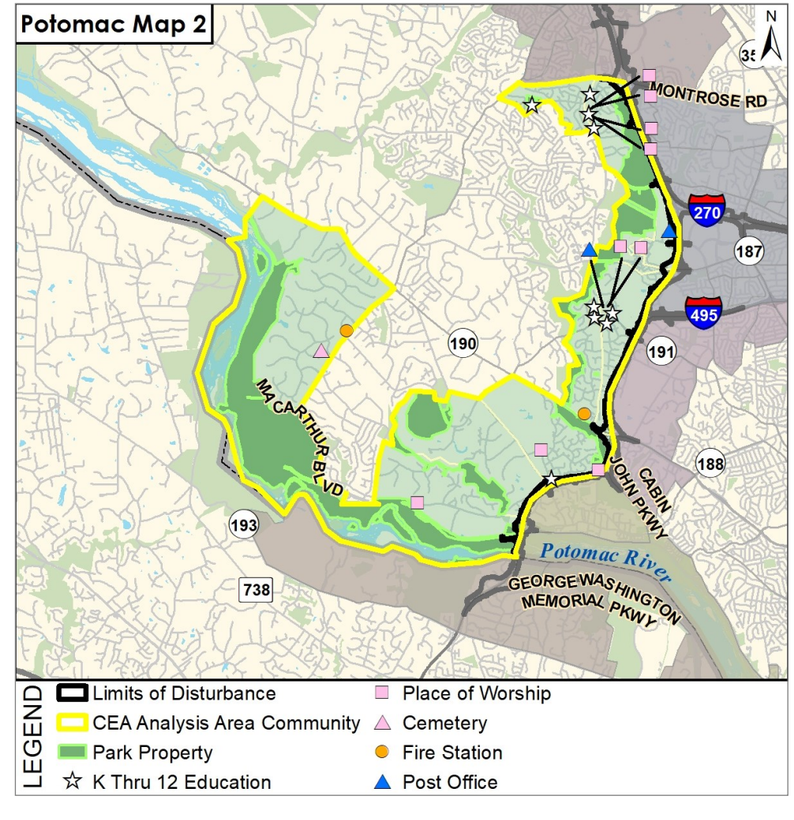






Total Population	**15,441**
as percent of CEA Analysis Area	15%
Median Age	47
Households with One + Persons with a Disability	1,078
Range of Median Household Income (Block Groups)	$51,641-$250,000+
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	5,176

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data



Potomac CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/ Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	81	**Partial acquisition from**: **1 School** (Carderock Springs Elementary) **1 Place of Worship** (Gibson Grove Church) **4 Parks** (Cabin John Regional Park, Cabin John SVP- Unit 2, Chesapeake and Ohio Canal National Park, Clara Barton Memorial Parkway)	**Commercial/Employment**: 0.3 acres **Mixed Use:** 0.2 acres **Park/Open Space**: 9.7 acres* **Residential**: 14.5 acres **Total Temporary and Permanent Land Required:** 24.6 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, including: one school, one place of worship, and four park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Preferred Alternative would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495 or I-270.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on the study corridors that is anticipated under the Preferred Alternative. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would it impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.

Changes to land use and development would be incremental and limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Based on updated analysis, this community contains six noise sensitive land use/activity areas (NSAs) where existing noise barriers would be reconstructed and extended; two NSAs where there are no existing noise barriers, but new barriers would be constructed; and one NSA that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E**).

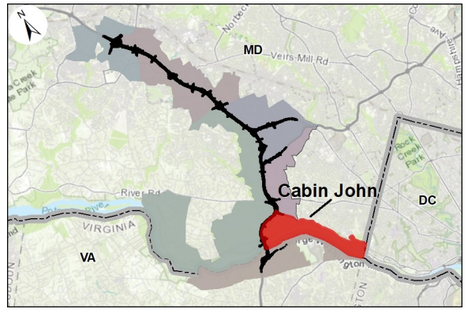
Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Preferred Alternative would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in **Chapter 5**. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.

*Park/Open Space land use impact may differ from specific park impact acreage. See Chapter 5.4.3 of the FEIS for specific park impact acreage.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

Cabin John CEA Analysis Area Community

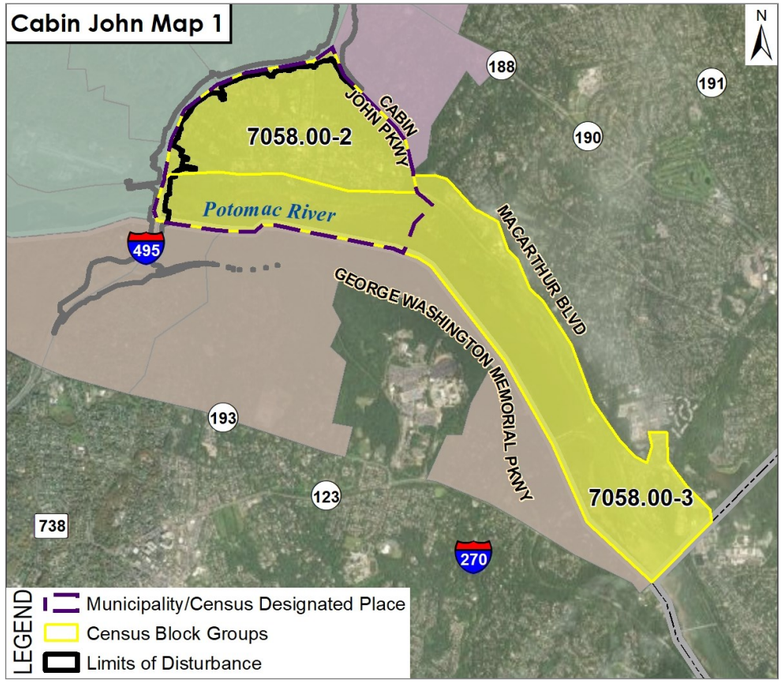


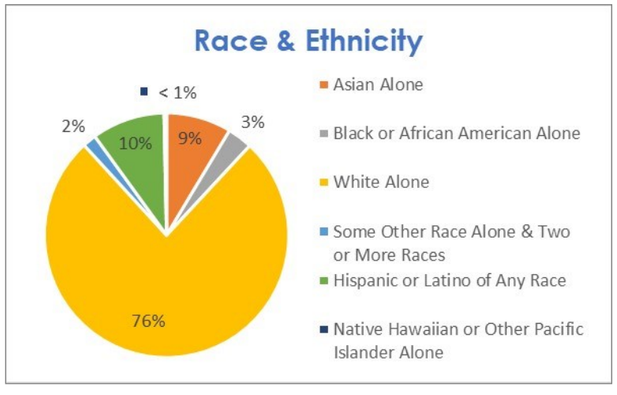
Location: The Cabin John CEA Analysis Area Community includes two Census block groups and covers 1,886 acres, overlapping with much of the Cabin John Census-Designated Place (**Map 1**). This CEA Analysis Area Community is bordered roughly by: I-495 to the west and north; Cabin John Parkway to the north; MacArthur Boulevard to the east; and the Potomac River to the south.

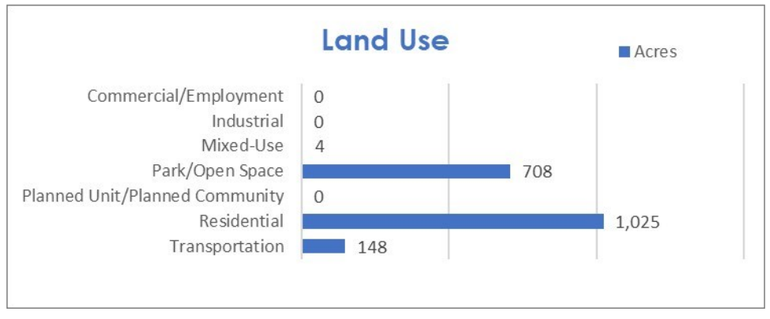
Planning & Development: Planning and development within this CEA Analysis Area Community is guided by the *Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan (1990).* Development patterns generally include single-family houses as well as pockets of forested lands and parks located along local and arterial roadways.

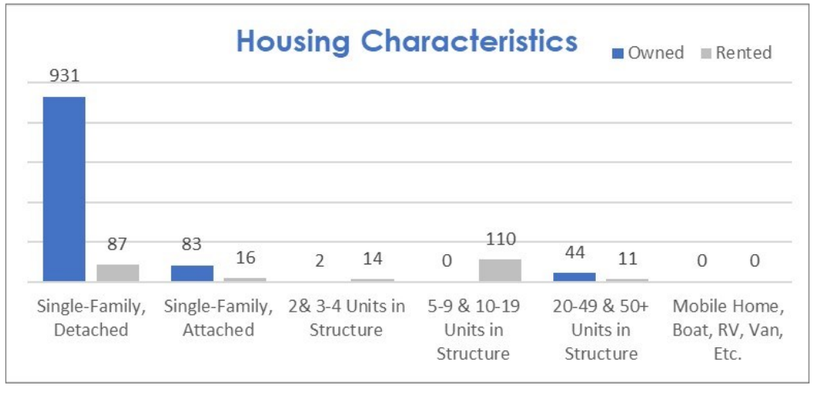
Community Facilities: Located within the Cabin John CEA Analysis Area Community are 1 school (Brookmont Children's Program); 2 places of worship (Cabin John United Methodist Church, Saint George Coptic Orthodox Church); 4 parks/parkways and recreation centers (Clara Barton Parkway, Clara Barton Recreation Center, Cabin John Stream Valley Park Unit 2, Chesapeake and Ohio Canal National Historical Park); 2 post offices; and the potentially historic site of Moses Hall Cemetery. No affordable housing developments were identified in this community. (**Map 2**).

Environmental Justice populations: No EJ populations are identified in the Cabin John CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.



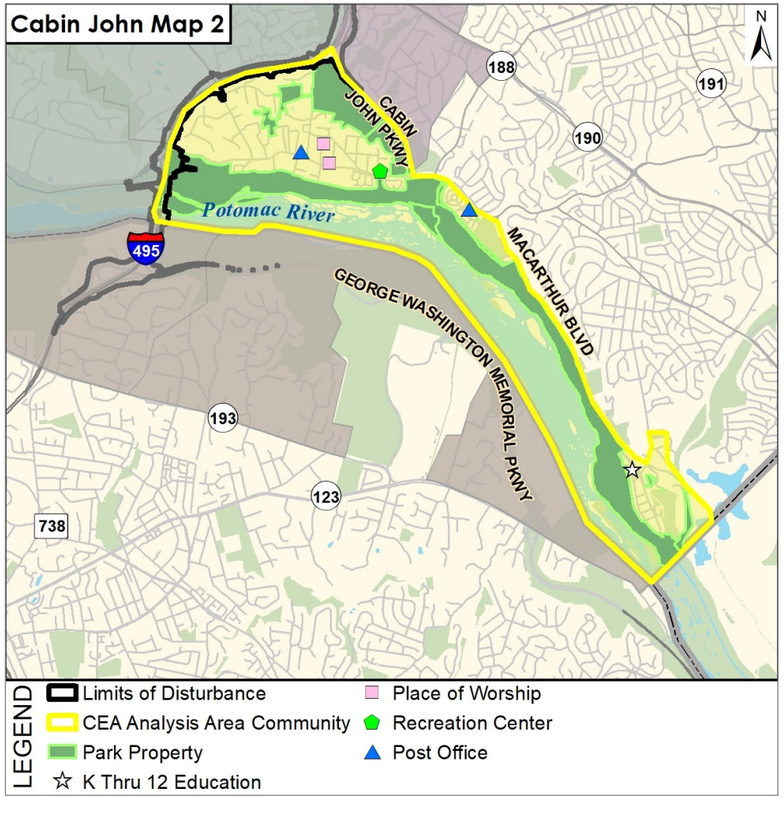






Total Population	**3,262**
as percent of CEA Analysis Area	3%
Median Age	46.7
Households with One + Persons with a Disability	197
Range of Median Household Income (Block Groups)	$182,279-$231,250
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	1,195

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data



Cabin John CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	22	**Partial acquisition from**: **3 Parks** (Cabin John SVP-Unit 2, Chesapeake and Ohio Canal National Park, Clara Barton Memorial Parkway)	**Park/Open Space**: 2.3 acres* **Residential**: 3.5 acres **Total Temporary and Permanent Land Required:** 5.7 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, including three park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Preferred Alternative would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on the study corridors that is anticipated under the Build Alternatives. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would it impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.

Changes to land use and development would be incremental and limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Based on updated analysis, this community contains two noise sensitive land use/activity areas where there are no existing noise barriers, but new barriers would be constructed. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E**).

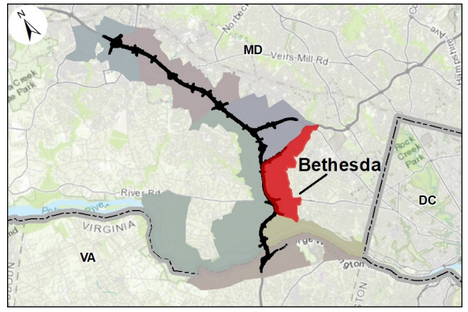
Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Preferred Alternative would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

The parcels containing the known location of the Moses Hall Cemetery would not be impacted by the Preferred Alternative LOD based on design refinements. MDOT SHA will continue consultation with the SHPOs and affected communities to determine additional investigations that may be appropriate near the cemetery following the avoidance measures. Further archaeological investigation and context-sensitive design near the cemetery will be commitments included in the Programmatic Agreement. Additional detail on historic cemeteries is provided in **Chapter 5, Section 5.7**.

*Park/Open Space land use impact may differ from specific park impact acreage. See Chapter 5.4.3 of the FEIS for specific park impact acreage.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

Bethesda CEA Analysis Area Community

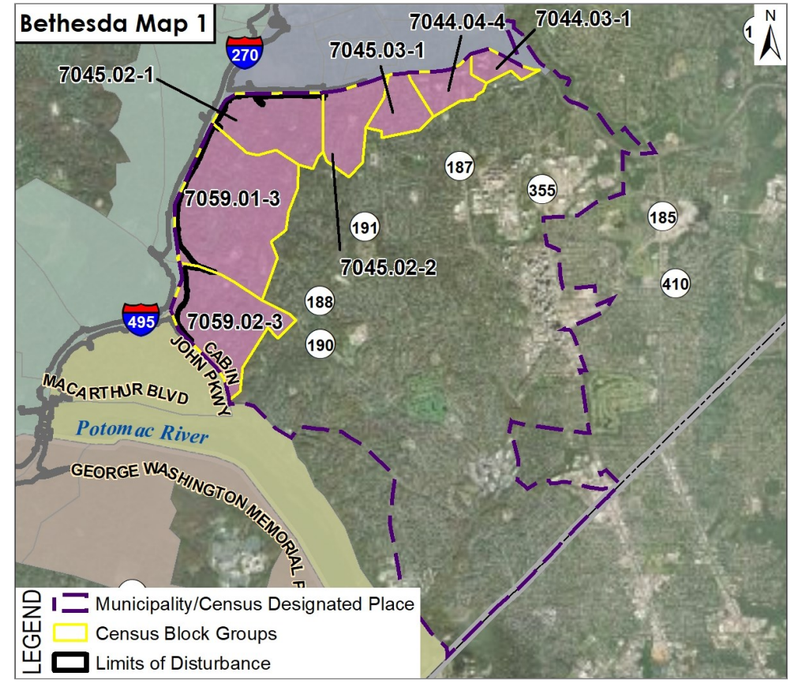


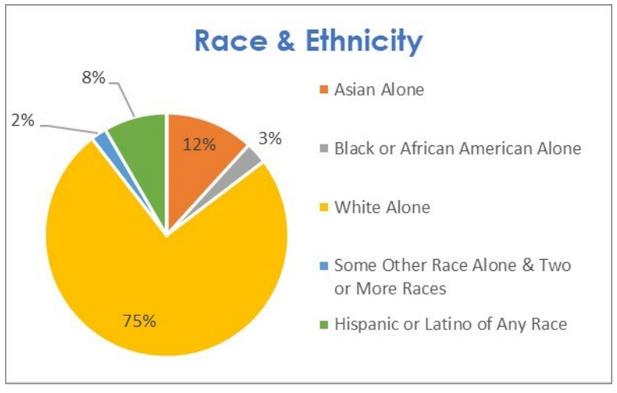
Location: The Bethesda CEA Analysis Area Community includes seven Census block groups and covers 1,946 acres, overlapping portions of the Bethesda Census-Designated Place in a crescent shape along I-495 (**Map 1**). The CEA Analysis Area Community is bordered roughly by: I-495 to the north, east, and west; and at the interchange of I-495 and Rockville Pike (MD 355), follows south along Beech Avenue, Greentree Road to Burning Tree Road, and Wilson Lane (Route 188) to Cabin John Parkway.

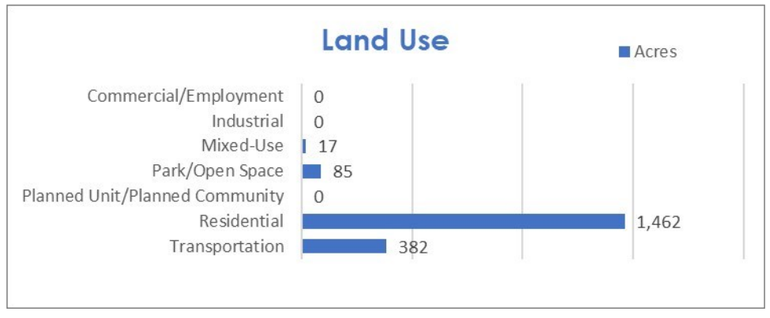
Planning & Development: Planning and development within this CEA Analysis Area Community is guided by the *Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan* (1990). Development patterns and density generally include single-family houses as well as pockets of forested lands and parks located along local and arterial roadways such as Old Georgetown Road and Rockville Pike (MD 355).

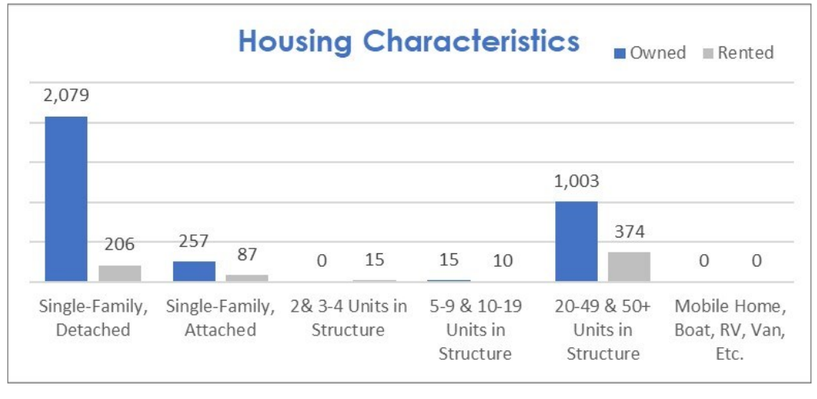
Community Facilities: Within the CEA Analysis Area Community are 12 schools (Burning Tree Elementary School, Wyngate Elementary School, Holton-Arms School, St. Jane de Chantal School, Bethesda Country Day School, Rochambeau: the French International School and Lycee Rochambeau: the French International School, The Primary Day School, The Woods Academy, Apple Montessori School, Saint Bartholomew School, Ursuline Academy Convent); 4 places of worship (Concord Church, Saint Bartholomew Church, Saint Jane DeChantel Church, Saint Mark Orthodox Church); and 3 parks and recreation centers (Booze Creek Stream Valley Park, Rock Creek Stream Valley Park Unit 3, Our Lady of Bethesda Retreat Center) (**Map 2**). No affordable housing developments were identified in this community.

Environmental Justice Populations: No EJ populations are identified in the Bethesda CEA Analysis Area Community. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.



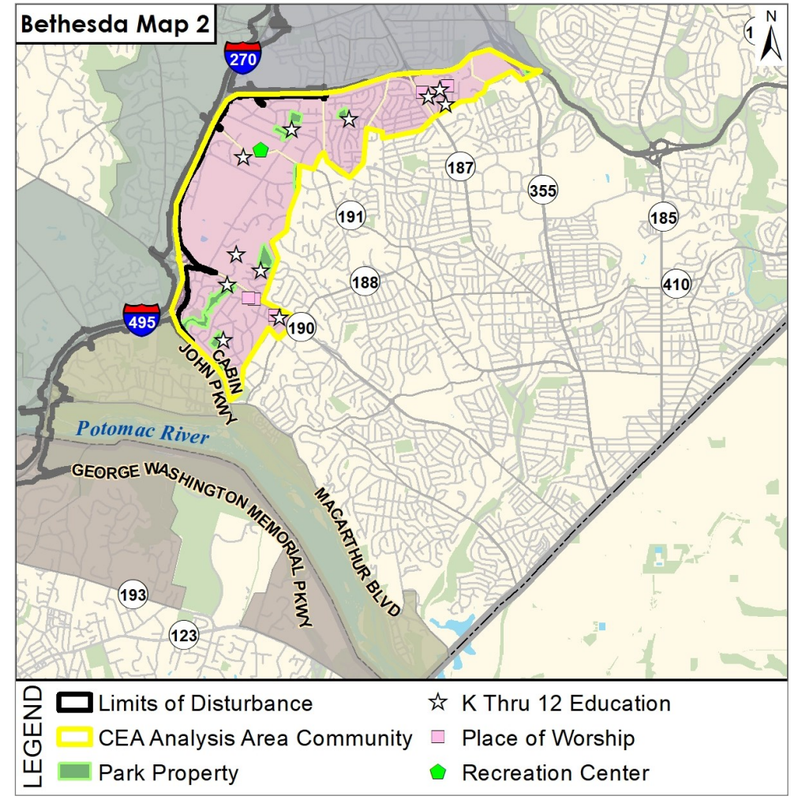






Total Population	**9,848**
as percent of CEA Analysis Area	10%
Median Age	50.5
Households with One + Persons with a Disability	892
Range of Median Household Income (Block Groups)	$85,994-$250,000+
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	2,950

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data



Bethesda CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	44	None	**Residential:** 4.9 acres **Total Temporary and Permanent Land Required:** 4.9 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, but not from community facilities or parks in this community. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Preferred Alternative would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on the study corridors that is anticipated under the Preferred Alternative. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would it impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.

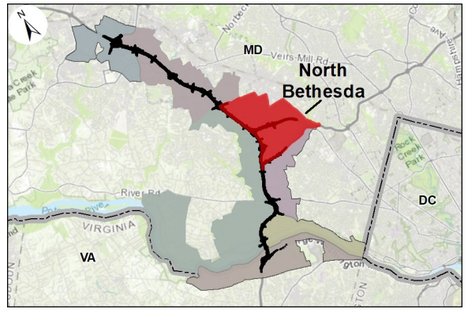
Changes to land use and development would be incremental and limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Based on updated analysis, this community contains two noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; three NSAs where existing noise barriers would be reconstructed and extended; two NSAs where there are no existing noise barriers, but new barriers would be constructed; and one NSA where the existing noise barrier would remain in-place as currently constructed. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E**).

Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, noise walls and other structures may be introduced; however, the Preferred Alternative would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

North Bethesda CEA Analysis Area Community

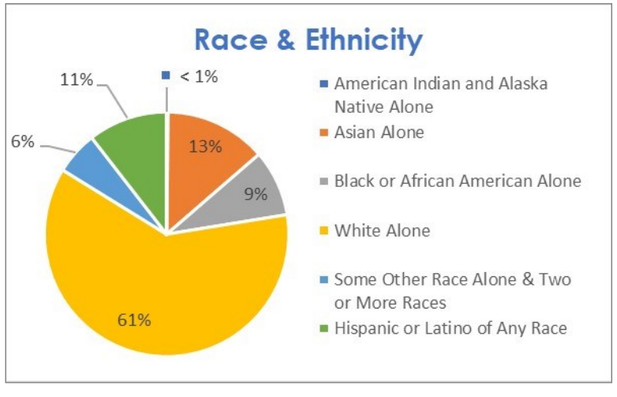


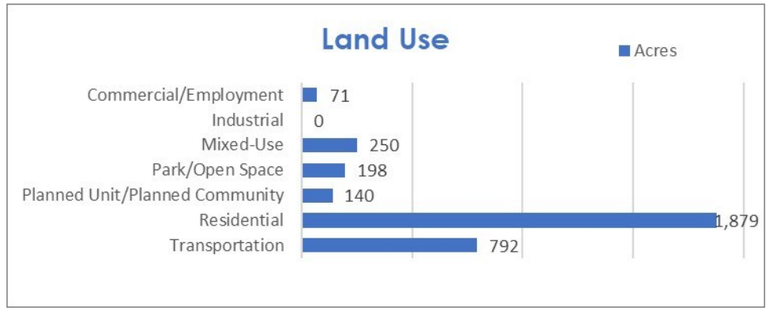
Location: The North Bethesda CEA Analysis Area Community includes 17 Census block groups and covers 3,329 acres, overlapping the North Bethesda Census-Designated Place along the I-270 split (**Map 1**). The CEA Analysis Area Community is bordered roughly by: Montrose Road, Executive Boulevard, and Edson Lane to the north; Rock Creek Park and Rockville Pike (MD 355) to the east; I-495, through the I-270 split to the south; and I-270 to the west.

Planning & Development: Planning within this analysis area community is guided by the *North Bethesda/Garrett Park Master Plan (1992*), the *Rock Spring Master Plan* (2017), the *White Flint Sector Plan* (2010), and the *White Flint 2 Sector Plan* (2018). Development patterns and density include tree-lined single- and multi-family residential developments, pockets of forested lands and parks, and light industrial uses located along local and arterial roadways.

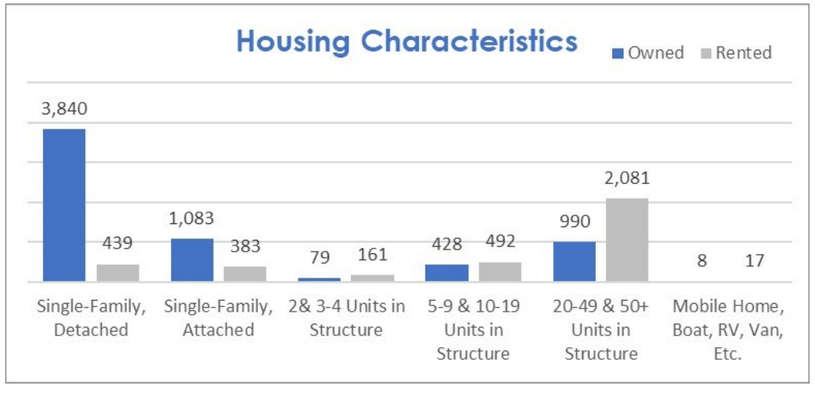
Community Facilities: Within the CEA Analysis Area Community are 13 schools (Grosvenor Center, Tilden Middle School, Ashburton Elementary School, Farmland Elementary School, Luxmanor Elementary School, Walter Johnson High School, The Manor Montessori School, Executive Child Development Center, Green Acres School, Georgetown Preparatory School, Alef Bet Montessori, Faith Methodist Church Preschool, Lone Oak Montessori School); 9 places of worship (Bethesda United Church of Christ, Faith United Methodist Church, Magen David Sephardic Congregational Synagogue, Mount Zion Church, North Bethesda United Methodist Church, Saint Luke's Episcopal Church, Saint Mark's United Presbyterian Church, Trinity Lutheran Church, Wildwood Baptist Church); 1 cemetery (Wildwood Baptist Cemetery); 7 parks and recreation centers (Cabin John Stream Valley Park Unit 6, Tilden Woods Stream Valley Park, Old Farm Neighborhood Conservation Area Park, Stratton Park, Fleming Local Park, Rock Creek Stream Valley Park Unit 3, North Bethesda Community Center—Planned); 1 fire/rescue station (Bethesda Fire Department Station 26); and 1 library (Davis Branch) (**Map 2**). Additionally, 2 affordable housing developments (Timberlawn Crescent, St. Luke's Homes, Inc.) were identified in this community.

Environmental Justice populations: Five of the 17 North Bethesda CEA Analysis Area Community block groups (7012.15-2, 7012.15-3, 7012.15-4, 7045.01-2, and 7045.01-4) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.





Total Population	**24,057**
as percent of CEA Analysis Area	23%
Median Age	44.4
Households with One + Persons with a Disability	1,688
Range of Median Household Income (Block Groups)	$59,111-$250,000+
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	7,876



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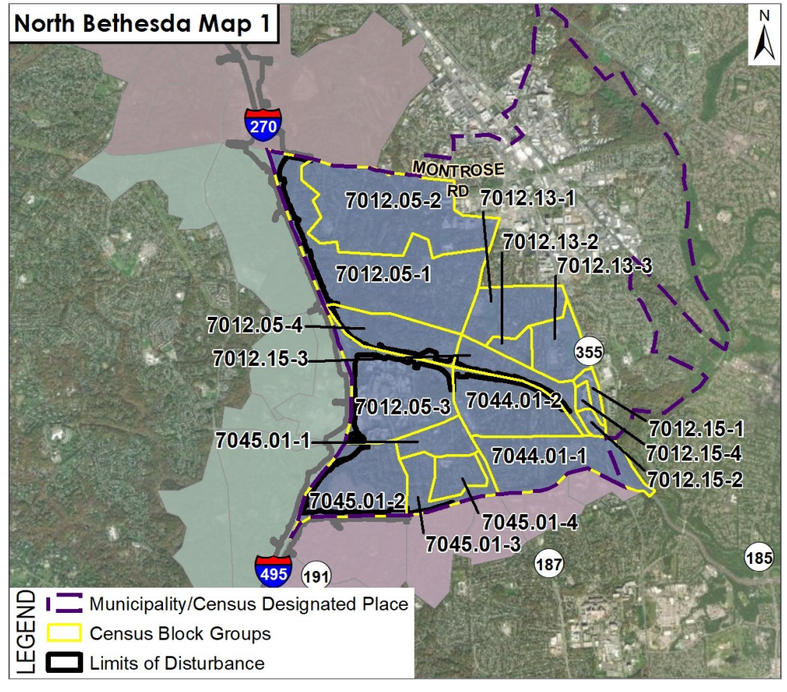
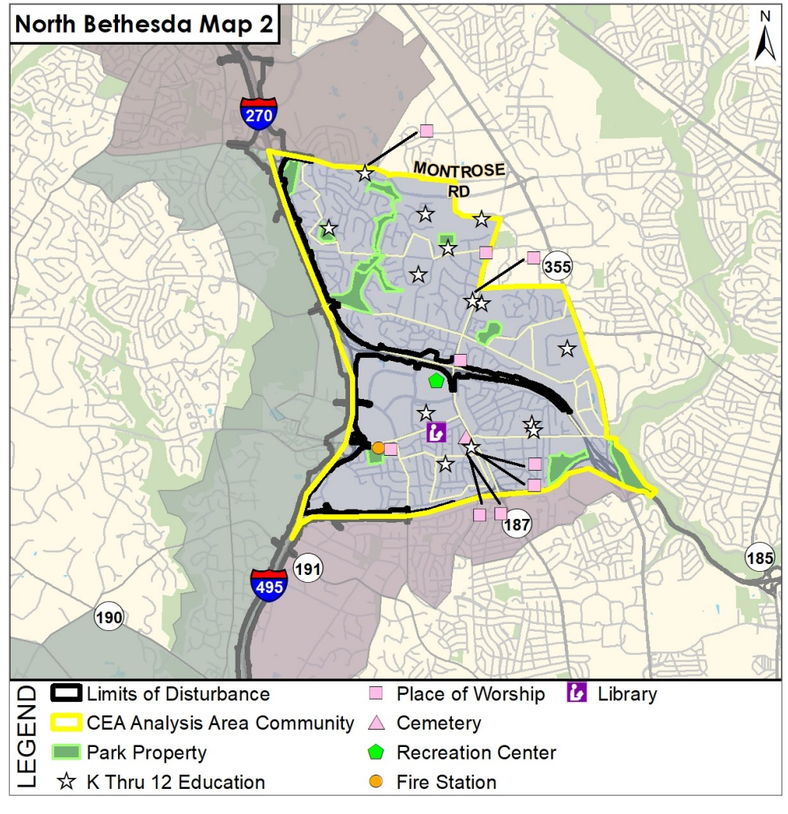
Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data





North Bethesda CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	75	**Partial acquisition from**: **3 Parks** (Cabin John SVP-Unit 6, Old Farm NCA, Tilden Woods SVP)	**Commercial/Employment**: 2.2 acres **Mixed-Use**: 1.1 acres **Park/Open Space**: 1.3 acres* **Residential:** 10.0 acres **Total Temporary and Permanent Land Required:** 14.7 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, including three park properties. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Preferred Alternative would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-495 or I-270.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on the study corridors that is anticipated under the Preferred Alternative. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would it impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.

Changes to land use and development would be incremental and limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Based on updated analysis, this community contains three noise sensitive land use/activity areas (NSAs) where existing noise barriers would be displaced by construction and replaced by reconstructed barriers; one NSA where the existing noise barrier would be reconstructed and extended; two NSAs where the existing noise barriers would be extended; one NSA where there are no existing noise barriers, but a new barrier would be constructed; one NSA where the existing noise barrier would remain in place as currently constructed; and one NSA that does not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E**).

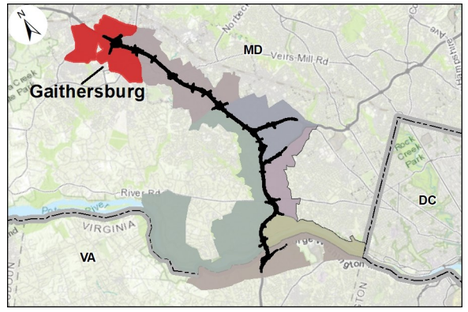
Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Preferred Alternative would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in **Chapter 5**. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.

*Park/Open Space land use impact may differ from specific park impact acreage. See Chapter 5.4.3 of the FEIS for specific park impact acreage.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

Gaithersburg CEA Analysis Area Community

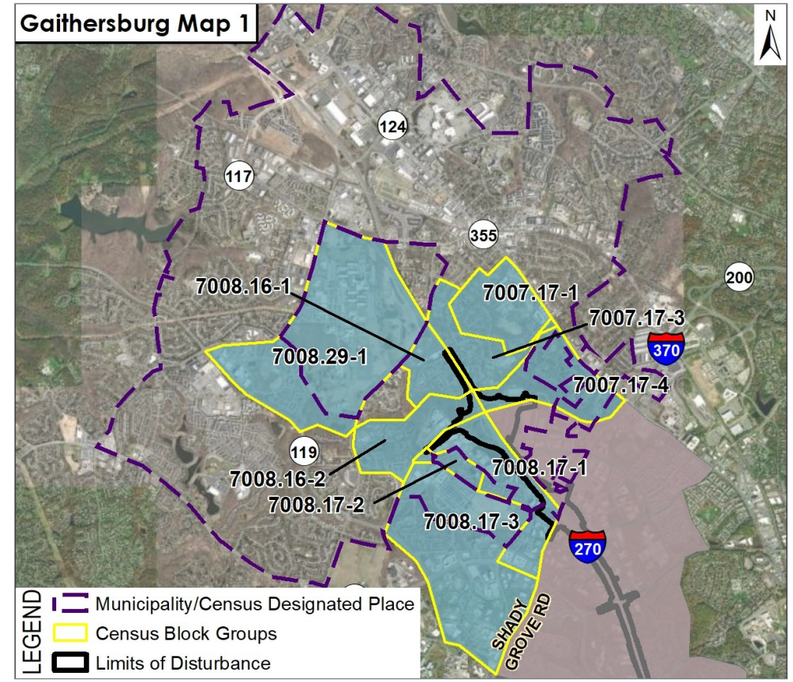


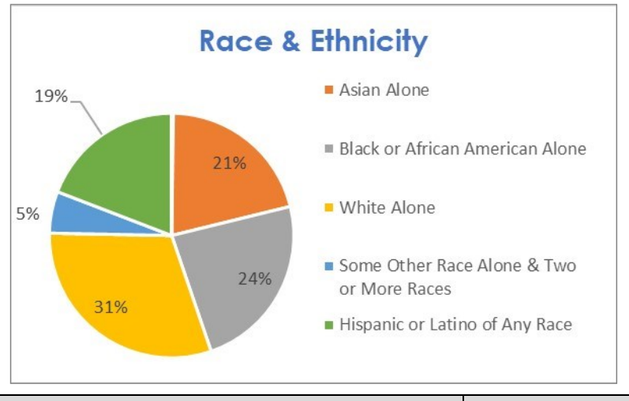
Location: The Gaithersburg CEA Analysis Area Community includes nine Census block groups over 2,717 acres, including portions of the City of Gaithersburg and the National Institute of Standards and Technology (NIST) (**Map 1**). It is bordered roughly by: I-270 and West Diamond Avenue (Route 117) to the north; South Frederick Avenue (MD 355) to I-370 to the east; Shady Grove Road and Great Seneca Highway (Route 119) to the south; and NIST to the west. The Gaithersburg CEA is the northwesternmost community in the CEA Analysis Area.

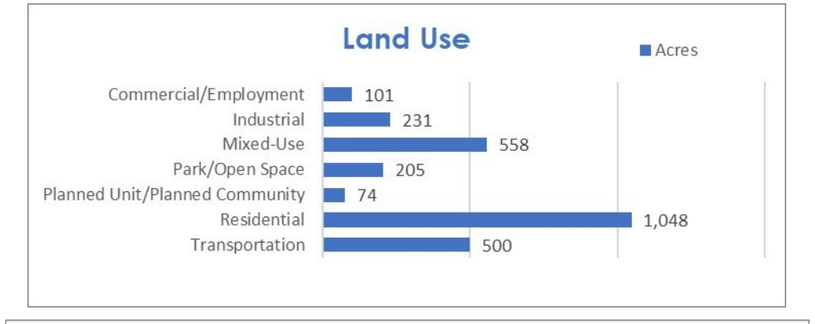
Planning & Development: Planning is guided by the Great *Seneca Science Corridor Master Plan* (2010), *City of Gaithersburg Master Plan* (2009) (currently being updated), *Gaithersburg West Master Plan Transportation Appendix* (Draft March 2009), *Shady Grove Sector Plan* (2006), *Gaithersburg Vicinity Master Plan* (1996), and *Gaithersburg & Vicinity Master Plan* (1985, Amended 1988 and 1990). Development patterns blend older suburban design with new transit-oriented development including medium and high-density residential developments, tree-lined single-family developments, forested lands and parks, shopping centers, and light industrial uses.

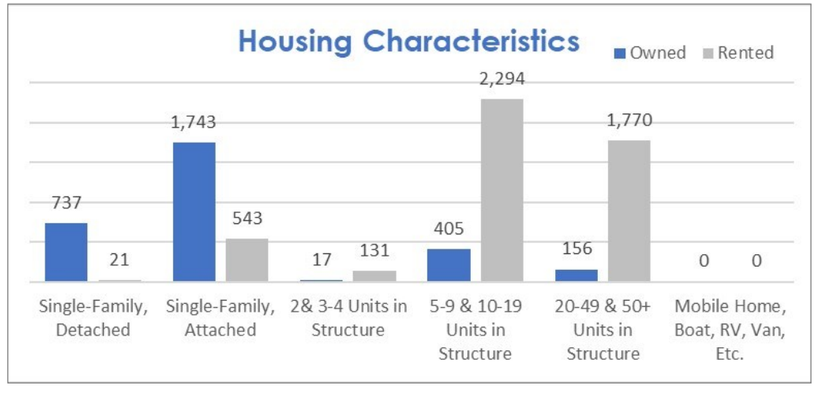
Community Facilities: Within the community are 12 schools and higher education facilities (Fields Road Elementary School, Rosemont Elementary School, Summit Hall Elementary School, Gaithersburg High School, Gaithersburg Presbyterian Preschool and Kindergarten, Epworth Preschool and Kindergarten, NIST Child Care Center, John L. Gildner Regional Institute for Children and Adolescents School, The Katherine Thomas School, The Ridge School, Good Shepherd Lutheran Preschool, Johns Hopkins University Montgomery County Campus); 5 places of worship (Episcopal Church of the Ascension, Epworth United Methodist Church, First Assembly of God Church, Gaithersburg Presbyterian Church, Good Shepherd Lutheran Church); 6 parks and recreation centers (Morris Park, Malcolm King Park, Activity Center at Bohrer Park, Casey Community Center, Gaithersburg Miniature Golf Course, Gaithersburg Skate Park); 3 healthcare facilities (Adventist Healthcare's Behavioral Health and Wellness Services, Shady Grove Medical Center, and Rehabilitation Hospital of Maryland) (**Map 2**). There are 11 affordable housing developments (17 Barkley Apartments, Amber Commons Apartments, Montgomery Club VI, Rosedale Apartments, Montgomery Housing Inc., Brighton Village Apartments, Camden Washingtonian, The Villages of Gaithersburg, Cadence at Crown, The Crossing at Washingtonian Center, The Flats at Shady Grove) in this community.

Environmental Justice populations: Eight of the 9 Gaithersburg CEA Analysis Area Community block groups (7007.17-1, 7007.17-3, 7007.17-4, 7008.16-1, 7008.16-2, 7008.17-1, 7008.17-3, and 7008.29-1) are identified as EJ populations. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.



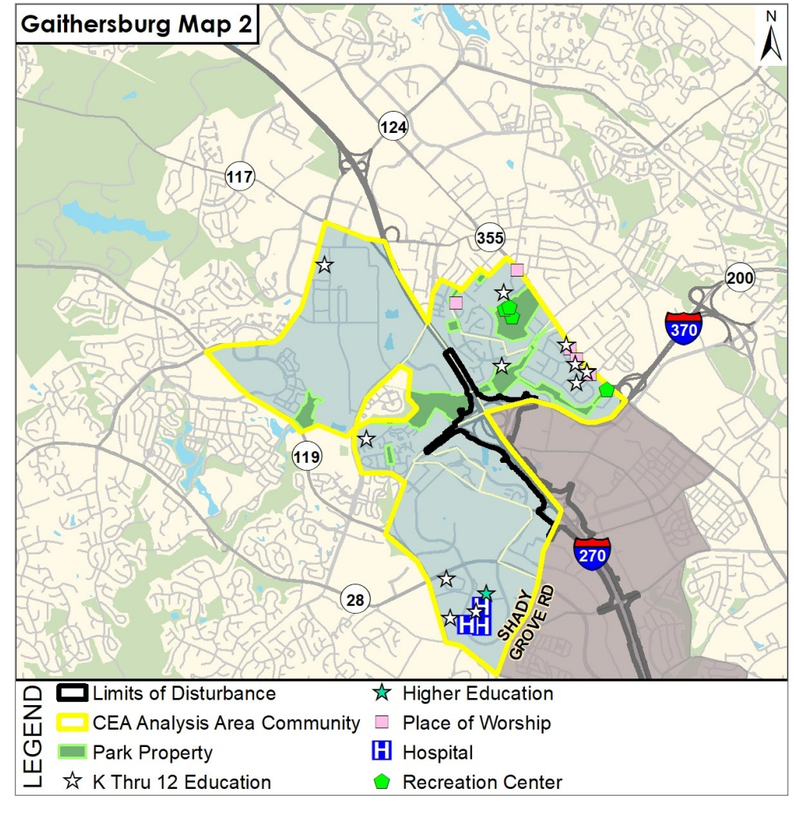






Total Population	19,867
as percent of CEA Analysis Area	19%
Median Age	36.6
Households with One + Persons with a Disability	1,087
Range of Median Household Income (Block Groups)	$64,596-$180,104
Low-Income Populations Identified?	Yes
Population Driving Car/Truck/Van to Work	7,664

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data



Gaithersburg CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	10	**Partial acquisition from**: **1 Park** (Malcom King Park)	**Industrial**: 0.2 acres **Mixed-Use**: 2.0 acres **Park/Open Space**: 0.4 acres **Total Temporary and Permanent Land Required:** 2.7 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, including one park property. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Preferred Alternative would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-270.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on the study corridors that is anticipated under the Preferred Alternative. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would it impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on study corridors.

Changes to land use and development would be incremental and limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Based on updated analysis, this community contains two noise sensitive land use/activity areas (NSAs) with existing noise barriers that would remain in-place as currently constructed; and two NSAs that do not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E**).

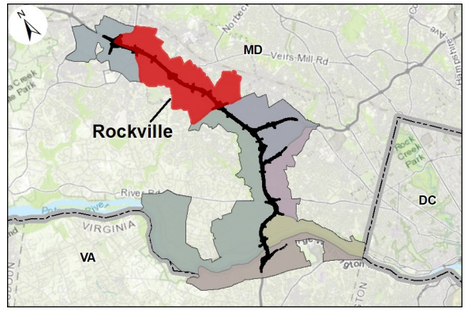
Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Build Alternatives would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in **Chapter 5**. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.

*Park/Open Space land use impact may differ from specific park impact acreage. See Chapter 5.4.3 of the FEIS for specific park impact acreage.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

Rockville CEA Analysis Area Community

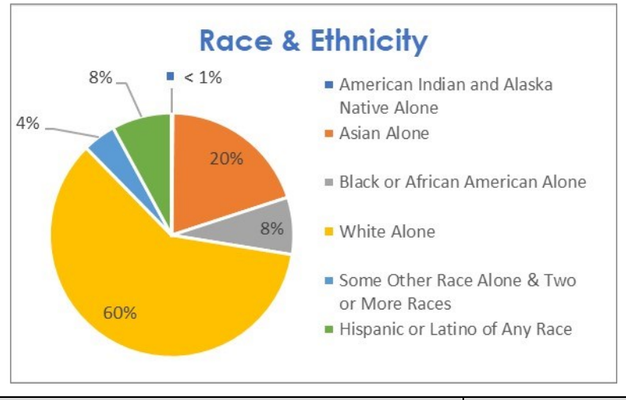


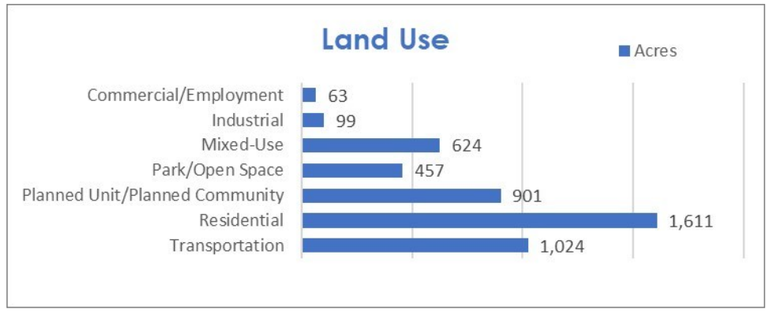
Location: The Rockville CEA Analysis Area Community includes 17 Census block groups and covers 4,779 acres, including portions of the City of Rockville (**Map 1**). The community is bounded roughly by: I-370 and North Frederick Road (MD 355) to the north; local roadways between I-270 and MD 355 to the east; the I-270 interchange with Montrose Road to the south; and the municipal boundary of the City of Rockville to the west.

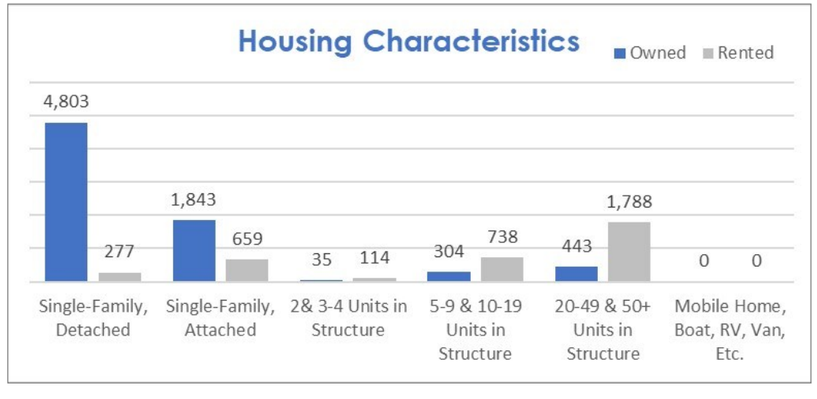
Planning & Development: Planning within this CEA Analysis Area Community is guided by the *Rockville 2040 Comprehensive Plan* and its *Transportation Element* (2021). Development patterns are typical of an older suburb with shopping centers and light industrial uses clustered around arterial roadways. Tree-lined residential developments of single-family houses, larger apartments, and pockets of forested lands, open space, and parks are located along local and arterial roadways. There are growing areas of higher density, mixed-use developments that are a blend of urban and suburban land uses.

Community Facilities: Located within the CEA Analysis Area Community are: 11 schools (Beall Elementary School, Fallsmead Elementary School, Ritchie Park Elementary School, Julius West Middle School, The Alim Academy, Georgetown Hill Early School, Marcia D. Smith School, Children of the Cross Preschool, First Baptist Church WEE Center, Saint Raphael School; Rockville Nursery and Kindergarten); 11 places of worship (First Baptist Church and Pre-K, First Christ Church of Scoentist, Kingdom Hall of Jehovah's Witnesses, Latvian Lutheran Church, Lutheran Church of the Cross, Rockville Christian Church and Pre-K, Rockville Church of Christ, Rockville Presbyterian Church, Rockville Seventh Day Adventist Church, Saint Raphael's Catholic Church, Unitarian of Rockville Church); 1 cemetery (Rockville Baptist Cemetery); 11 parks and recreation centers (Bullards Park and Rose Hill Stream Valley Park, Cabin John Stream Valley Park, Fallsgrove Stream Valley Park, Julius West Middle School Athletic Fields, Millennium Garden Park, Rockmead Park, Woodley Gardens Park, Woottons Mill Park, Rockville Senior Center and Park, Thomas Farm Community Center); 1 police station (Maryland State Police Barrack N - Rockville); one correctional facility; 2 healthcare facilities (Kaiser Permanente Shady Grove Medical Center, Family Medicine Shady Grove) (**Map 2**); and the potentially historic site of Montgomery County Poor Farm Cemetery. There are 5 affordable housing developments (Post at Falls Grove, Huntington at King Farm, Gables Upper Rock, Thomas Street Housing, Camden at Falls Grove) in the community.

Environmental Justice populations: One of the 17 Rockville CEA Analysis Area Community block groups (7010.07-1) is identified as an EJ population. The EJ Analysis, including EJ principles and the methodology for identifying EJ populations, is provided in **Chapter 5**.







Total Population	**28,115**
as percent of CEA Analysis Area	27%
Median Age	45.2
Households with One + Persons with a Disability	1,645
Range of Median Household Income (Block Groups)	$82,083-$246,750
Low-Income Populations Identified?	No
Population Driving Car/Truck/Van to Work	10,025

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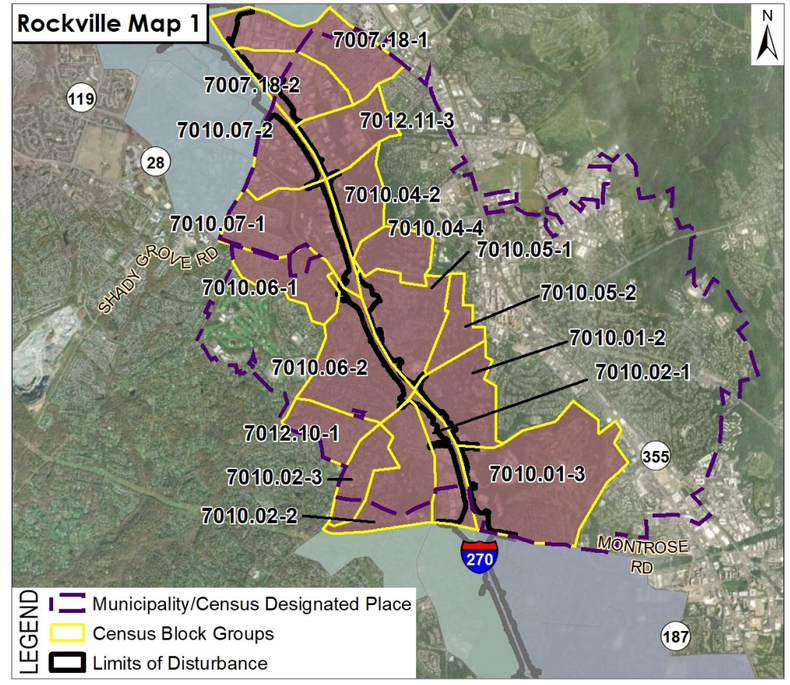
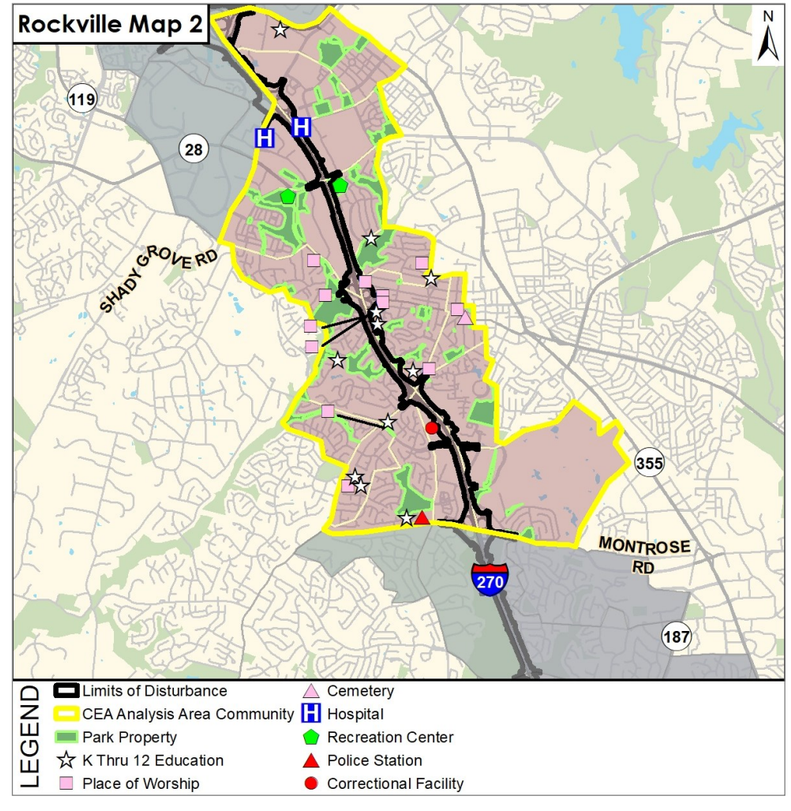
Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data





Rockville CEA Analysis Area Community Impacts

Alternative	Impacted Properties (#)	Impacted Community Facility Properties or Public Parks/ Public Parks with Historic Sites (#)	Existing Land Use Conversion to Study Related Transportation Right-of-Way (ROW)
Alternative 1 (No Build)	None	None	None
Preferred Alternative	114	**Partial acquisition from**: **1 School** (Julius West Middle) **3 Places of Worship** (First Church-Christ Scientist, First Baptist Church, Rockville Christian Church) **2 Healthcare Facilities** (Kaiser Permanente Shady Grove Medical Center, Sterling Care Rockville Nursing) **4 Parks** (Bullards Park and Rose Hill SVP, Rockmead Park, Woottons Mill Park, Rockville Senior Center Park) **1 Correctional Facility** (Montgomery County Detention Center)	**Commercial/Employment**: 0.2 acres **Industrial:** 2.6 acres **Mixed-Use**: 15.6 acres **Park/Open Space**: 4.2 acres* **Planned Unit/Planned Community**: 8.4 acres **Residential:** 4.3 acres **Transportation**: <0.1 acres **Total Temporary and Permanent Land Required:** 35.2 acres

Summary of Impacts from the Preferred Alternative

The Preferred Alternative would require no relocations. It would require partial acquisition from multiple properties, including one school, three places of worship, two healthcare facilities, five park properties/recreation centers, and one correctional facility/detention center. The assumed impacts would accommodate mainline widening, new direct access ramps, and stormwater management facilities. Generally, the Preferred Alternative would require acquisition of strips of land from undeveloped areas or areas of trees from properties adjacent to I-270.

The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulations. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Emergency services would experience an incremental improvement in response times due to reduced congestion on the study corridors that is anticipated under the Preferred Alternative. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur. The Preferred Alternative would not eliminate access or provide new access to properties, nor would they impede access between residences and community facilities and business, as no properties are accessed directly from I-495 or I-270. However, an incremental enhancement to access may occur due to reduced congestion on the study corridors.

Changes to land use and development would be incremental and limited to those properties directly affected by partial acquisition. It is anticipated that the Preferred Alternative would have minimal impact on the overall population or demographic patterns within the CEA Analysis Area. Further, the Preferred Alternative would not change the sense of cohesion or interactions between persons or groups within the community as no relocations would occur. Isolation of properties, persons, or groups would not occur due to the parallel nature of the proposed improvements along the existing highway.

Properties immediately adjacent to or within close proximity to the improved highway may experience an increase in noise impacts as noise generators (travel lanes) are moved closer to receptors. Based on updated analysis, this community contains one noise sensitive land use/activity area (NSA) where the existing noise barrier would remain in-place as currently constructed; six NSAs where the existing noise barriers would be reconstructed and extended; three NSAs where there are no existing noise barriers, but new barriers would be constructed; and six NSAs that do not meet the feasible and reasonable criteria for noise abatement. Additional noise abatement information is available in **Chapter 5, Section 5.9** and the Final Noise Technical Report (**FEIS, Appendix L**). For specific noise barrier locations, refer to the Environmental Resource Mapping (**FEIS, Appendix E**).

Properties immediately adjacent to the improved highway may experience a change in viewshed where the roadway features including direct managed lanes access ramps, new interchange ramps, and other structures may be introduced; however, the Preferred Alternative would not result in changes to viewsheds or visual impacts incompatible with the existing visual character or qualities of the larger community. Additional information on visual impacts is provided in **Chapter 5, Section 5.6**.

Information on the potential beneficial and adverse effects to EJ populations is provided in the EJ Analysis in **Chapter 5**. Effects to the following resources within EJ populations are considered: human health and safety, air quality, noise, water quality, hazardous materials sites, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation and quality of life, and tolling.

The parcels containing the likely location of the Montgomery County Poor Farm Cemetery would be impacted by the Preferred Alternative LOD. Further archeological investigation prior to construction will be included as a commitment in the Programmatic Agreement. MDOT SHA will continue to work to avoid and minimize impacts and will coordinate with affected communities on treatment of human remains should avoidance not be possible. Additional detail on historic cemeteries is provided in **Chapter 5, Section 5.7**.

*Park/Open Space land use impact may differ from specific park impact acreage. See Chapter 5.4.3 of the FEIS for specific park impact acreage.

Sources: ACS 5-Year Estimates (2015-2019); City of Gaithersburg GIS; City of Rockville GIS Open Data; Montgomery County/M-NCPPC MCATLAS; Fairfax County Open Geospatial Data

APPENDIX E: MDOT SHA Relocation Assistance Program Summary

Revised: February 10, 2016
State Highway Administration - Office of Real Estate

SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE MARYLAND STATE HIGHWAY ADMINISTRATION

All State Highway Administration projects utilizing Federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), Public Law 105-117 in 1997, MAP 21, and Title 49 CFR Part 24 in 2005. State-funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212, of the Real Property Article of the Annotated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. There are two categories of residential occupants: 90-day owner-occupants and tenants and less than 90 day or short-term owner-occupants. Non-residential occupants may be businesses, farms or non-profit organizations.

A displaced person that has owned and occupied a subject dwelling for at least 180 days prior to the initiation of negotiations for the property may receive a replacement housing payment of up to $45,000. The replacement housing payment is composed of three parts: a purchase price differential; an increased mortgage interest differential; and reimbursement for incidental settlement expenses.

The purchase price differential is the difference between the value paid by the State Highway Administration for the existing dwelling and the cost to the displaced owner of a comparable replacement dwelling, as determined by the State's replacement housing study.

The increased mortgage interest differential is a payment made to the owner at the time of settlement on the replacement dwelling to negate the effects of less favorable financing in the new situation. The payment is calculated by use of the "buy-down" mortgage method.

Reimbursable incidental expenses are necessary and reasonable incidental costs that are incurred by the displaced person in purchasing a replacement dwelling, excluding pre-paid expenses such as real estate taxes and insurance. The maximum reimbursable amount for these incidental expenses is based upon the cost of the comparable selected in the replacement housing study.

A displaced person who has leased and occupied a subject dwelling for at least 90 days prior to the initiation of negotiations for the property may receive a replacement rental housing payment of up to $10,500. The replacement rental housing payment is the difference between

the monthly cost of housing for the subject dwelling, plus utilities, and the monthly cost of housing for a comparable replacement rental unit, plus utilities, over a period of 42 months. Owner-occupants of 90 or less days prior to the initiation of negotiations for the subject dwelling are eligible for the same replacement rental housing payments as tenants.

As an alternative to renting, a displaced tenant-occupant may elect to apply the rental replacement housing eligibility amount toward the down payment needed to purchase a replacement dwelling.

The comparable properties used in calculating any replacement housing payment eligibility must comply with all local standards for decent, safe and sanitary (DS&S) housing and be within the financial means of the displaced person.

If affordable, comparable DS&S replacement housing cannot be provided within the statutory maximums of $45,000 for 90-day owner-occupants or $10,500 for 90-day tenants or short-term owners, the maximums may be exceeded on a case-by-case basis. This may only be done after the completion and approval of a detailed study that documents the housing problem, explores the available replacement options and selects the most feasible and cost-effective alternative for implementation.

In addition, eligible displaced residential occupants may be reimbursed for the expense of moving personal property up to a maximum distance of fifty (50) miles, using either an actual cost or fixed schedule method.

Actual cost moves are based upon the lower of at least two commercial moving estimates and must be documented with receipted bills or invoices. Other incidental moving expenses, such as utility reconnection charges, may also be paid in the same manner.

As an alternative method, the fixed schedule move offers a lump sum, all-inclusive payment based upon the number of rooms to be moved. Other incidental costs are not separately reimbursable with this method.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site and a re-establishment allowance of up to $60,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for

payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to $60,000 for the actual reasonable and necessary expenses of re-establishing at the replacement site. Generally, re-establishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location, and other fees paid to re-establish. Receipted bills and other evidence of these expenses are required for payment. The total maximum re-establishment payment eligibility is $60,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than $1,000 nor more than $60,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expense payment, the average annual net earnings of the business is to be one-half of the net earnings before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year

period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to $2,500 and re-establishment expenses up to $60,000 or a fixed payment "in lieu of" actual moving expenses of $1,000 to $60,000. The State may determine that a displaced farm may be paid a minimum of $1,000 to a maximum of $60,000 based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an "in lieu of" actual moving cost payment, in the amount of $1,000 to $60,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the brochure entitled, "Relocation Assistance – Your Rights and Benefits," that will be distributed at the public hearing for this project and be given to all displaced persons.

Federal and State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced persons.

In addition, the requirements of Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be eligible for relocation payments or other assistance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with this law in order to safeguard that funding. To this end, displaced persons will be asked to certify to their citizenship or alien status prior to receiving payments or other benefits under the Relocation Assistance Program.

US Code

(Unofficial compilation from the Legal Information Institute)

TITLE 42 - THE PUBLIC HEALTH AND WELFARE

CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS

Please Note: This compilation of the US Code, current as of Jan. 4, 2012 , has been prepared by the Legal Information Institute using data from the U.S. House of Representatives, Office of the Law Revision Counsel. It is not an official U.S. government publication. For more details please see: http://www.law.cornell.edu/uscode/uscprint.html.

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CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS

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NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see http://www.law.cornell.edu/uscode/uscprint.html).

SUBCHAPTER I—GENERAL PROVISIONS

.....

§ 4601. Definitions

As used in this chapter—

(1) The term "Federal agency" means any department, agency, or instrumentality in the executive branch of the Government, any wholly owned Government corporation, the Architect of the Capitol, the Federal Reserve banks and branches thereof, and any person who has the authority to acquire property by eminent domain under Federal law.

(2) The term "State" means any of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, any territory or possession of the United States, the Trust Territory of the Pacific Islands, and any political subdivision thereof.

(3) The term "State agency" means any department, agency, or instrumentality of a State or of a political subdivision of a State, any department, agency, or instrumentality of 2 or more States or of 2 or more political subdivisions of a State or States, and any person who has the authority to acquire property by eminent domain under State law.

(4) The term "Federal financial assistance" means a grant, loan, or contribution provided by the United States, except any Federal guarantee or insurance, any interest reduction payment to an individual in connection with the purchase and occupancy of a residence by that individual, and any annual payment or capital loan to the District of Columbia.

(5) The term "person" means any individual, partnership, corporation, or association.

(6) **(A)** The term "displaced person" means, except as provided in subparagraph (B)—

(i) any person who moves from real property, or moves his personal property from real property—

(I) as a direct result of a written notice of intent to acquire or the acquisition of such real property in whole or in part for a program or project undertaken by a Federal agency or with Federal financial assistance; or

(II) on which such person is a residential tenant or conducts a small business, a farm operation, or a business defined in paragraph (7)(D), as a direct result of rehabilitation, demolition, or such other displacing activity as the lead agency may prescribe, under a program or project undertaken by a Federal agency or with Federal financial assistance in any case in which the head of the displacing agency determines that such displacement is permanent; and

(ii) solely for the purposes of sections 4622 (a) and (b) and 4625 of this title, any person who moves from real property, or moves his personal property from real property—

(I) as a direct result of a written notice of intent to acquire or the acquisition of other real property, in whole or in part, on which such person conducts a business or farm operation, for a program or project undertaken by a Federal agency or with Federal financial assistance; or

(II) as a direct result of rehabilitation, demolition, or such other displacing activity as the lead agency may prescribe, of other real property on which such person conducts a business or a farm operation, under a program or project undertaken by a Federal agency or with Federal financial assistance where the head of the displacing agency determines that such displacement is permanent.

(B) The term "displaced person" does not include—

(i) a person who has been determined, according to criteria established by the head of the lead agency, to be either in unlawful occupancy of the displacement dwelling or to have occupied such dwelling for the purpose of obtaining assistance under this chapter;

(ii) in any case in which the displacing agency acquires property for a program or project, any person (other than a person who was an occupant of such property at the time it was acquired) who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project.

(7) The term "business" means any lawful activity, excepting a farm operation, conducted primarily—

(A) for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property;

(B) for the sale of services to the public;

(C) by a nonprofit organization; or

(D) solely for the purposes of section 4622 of this title, for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted.

(8) The term "farm operation" means any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale or home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

(9) The term "mortgage" means such classes of liens as are commonly given to secure advances on, or the unpaid purchase price of, real property, under the laws of the State in which the real property is located, together with the credit instruments, if any, secured thereby.

(10) The term "comparable replacement dwelling" means any dwelling that is

(A) decent, safe, and sanitary;

(B) adequate in size to accommodate the occupants;

(C) within the financial means of the displaced person;

(D) functionally equivalent;

(E) in an area not subject to unreasonable adverse environmental conditions; and

(F) in a location generally not less desirable than the location of the displaced person's dwelling with respect to public utilities, facilities, services, and the displaced person's place of employment.

(11) The term "displacing agency" means any Federal agency carrying out a program or project, and any State, State agency, or person carrying out a program or project with Federal financial assistance, which causes a person to be a displaced person.

(12) The term "lead agency" means the Department of Transportation.

(13) The term "appraisal" means a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

(Pub. L. 91–646, title I, § 101, Jan. 2, 1971, 84 Stat. 1894; Pub. L. 100–17, title IV, § 402, Apr. 2, 1987, 101 Stat. 246.)

References in Text

This chapter, referred to in introductory provision and par. (6)(B)(i), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out below and Tables.

Amendments

1987—Par. (1). Pub. L. 100–17, § 402(a), amended par. (1) generally. Prior to amendment, par. (1) read as follows: "The term 'Federal agency' means any department, agency, or instrumentality in the executive branch of the

Government (except the National Capital Housing Authority), any wholly owned Government corporation (except the District of Columbia Redevelopment Land Agency), and the Architect of the Capitol, the Federal Reserve banks and branches thereof."

Par. (3). Pub. L. 100–17, § 402(b), amended par. (3) generally. Prior to amendment, par. (3) read as follows: "The term 'State agency' means the National Capital Housing Authority, the District of Columbia Redevelopment Land Agency, and any department, agency, or instrumentality of a State or of a political subdivision of a State, or any department, agency, or instrumentality of two or more States or of two or more political subdivisions of a State or States."

Par. (4). Pub. L. 100–17, § 402(c), inserted ", any interest reduction payment to an individual in connection with the purchase and occupancy of a residence by that individual," after "insurance".

Par. (6). Pub. L. 100–17, § 402(d), amended par. (6) generally. Prior to amendment, par. (6) read as follows: "The term 'displaced person' means any person who, on or after January 2, 1971, moves from real property, or moves his personal property from real property, as a result of the acquisition of such real property, in whole or in part, or as the result of the written order of the acquiring agency to vacate real property, for a program or project undertaken by a Federal agency, or with Federal financial assistance; and solely for the purposes of sections 4622 (a) and (b) and 4625 of this title, as a result of the acquisition of or as the result of the written order of the acquiring agency to vacate other real property, on which such person conducts a business or farm operation, for such program or project."

Par. (7)(D). Pub. L. 100–17, § 402(f), substituted "section 4622" for "section 4622 (a)".

Pars. (10) to (13). Pub. L. 100–17, § 402(e), added pars. (10) to (13).

Effective Date of 1987 Amendment

Section 418 of title IV of Pub. L. 100–17 provided that: "The amendment made by section 412 of this title [amending section 4633 of this title] (to the extent such amendment prescribes authority to develop, publish, and issue regulations) shall take effect on the date of the enactment of this title [Apr. 2, 1987]. This title and the amendments made by this title [enacting section 4604 of this title, amending this section and sections 4621 to 4626, 4630, 4631, 4633, 4636, 4638, 4651, and 4655 of this title, repealing sections 4634 and 4637 of this title, and enacting provisions set out as a note under this section] (other than the amendment made by section 412 to such extent) shall take effect on the effective date provided in such regulations but not later than 2 years after such date of enactment."

Effective Date

Section 221 of Pub. L. 91–646 provided that:

"(a) Except as provided in subsections (b) and (c) of this section, this Act and the amendments made by this Act [see Short Title note below] shall take effect on the date of its enactment [Jan. 2, 1971].

"(b) Until July 1, 1972, sections 210 and 305 [sections 4630 and 4655 of this title] shall be applicable to a State only to the extent that such State is able under its laws to comply with such sections. After July 1, 1972, such sections [sections 4630 and 4655 of this title] shall be completely applicable to all States.

"(c) The repeals made by paragraphs (4) [repealing section 1606(b) of former Title 49, Transportation], (5) [repealing section 1465 of this title], (6) [repealing section 1415 (7)(b)(iii) and (8) second sentence of this title], (8) [repealing section 3074 of this title], (9) [repealing section 3307 (b), (c) of this title], (10) [repealing chapter 5 (sections 501–511) of Title 23, Highways], (11) [repealing provisions set out as notes under sections 501 and 510 of Title 23], and (12) of section 220 (a) of this title and section 306 of title III [repealing sections 3071 to 3073 of this title, section 141 of Title 23, and section 596 of Title 33, Navigation and Navigable Waters] shall not apply to any State so long as sections 210 and 305 [sections 4630 and 4655 of this title] are not applicable in such State."

Short Title of 1987 Amendment

Section 401 of title IV of Pub. L. 100–17 provided that: "This title [enacting section 4604 of this title, amending this section and sections 4621 to 4626, 4630, 4631, 4633, 4636, 4638, 4651, and 4655 of this title, repealing sections 4634 and 4637 of this title, and enacting provisions set out as a note under this section] may be cited as the 'Uniform Relocation Act Amendments of 1987'."

Short Title

Section 1 of Pub. L. 91–646 provided: "That this Act [enacting this chapter, amending sections 1415, 2473, and 3307 of this title and section 1606 of former Title 49, Transportation, repealing sections 1465 and 3071 to 3074 of this title, section 2680 of Title 10, Armed Forces, sections 141 and 501 to 512 of Title 23, Highways, section 596 of Title 33, Navigation and Navigable Waters, sections 1231 to 1234 of Title 43, Public Lands, and enacting provisions set out as notes under this section and sections 4621 and 4651 of this title, and repealing provisions set out as notes under

sections 501 and 510 of Title 23] may be cited as the 'Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970'."

Termination of Trust Territory of the Pacific Islands

For termination of Trust Territory of the Pacific Islands, see note set out preceding section 1681 of Title 48, Territories and Insular Possessions.

Willing Sellers Considered Displaced Persons

Pub. L. 111–8, div. E, title I, Mar. 11, 2009, 123 Stat. 710, provided that: "For fiscal year 2009 and hereafter, a willing seller from whom the Service acquires title to real property may be considered a 'displaced person' for purposes of the Uniform Relocation Assistance and Real Property Acquisition Policy Act [probably means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601 et seq.] and its implementing regulations, whether or not the Service has the authority to acquire such property by eminent domain."

Treatment of Real Property Buyout Programs

Pub. L. 103–181, § 4, Dec. 3, 1993, 107 Stat. 2055, provided that:

"(a) Inapplicability of URA.—The purchase of any real property under a qualified buyout program shall not constitute the making of Federal financial assistance available to pay all or part of the cost of a program or project resulting in the acquisition of real property or in any owner of real property being a displaced person (within the meaning of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601 et seq.]).

"(b) Definition of 'Qualified Buyout Program'.—For purposes of this section, the term 'qualified buyout program' means any program that—

"(1) provides for the purchase of only property damaged by the major, widespread flooding in the Midwest during 1993;

"(2) provides for such purchase solely as a result of such flooding;

"(3) provides for such acquisition without the use of the power of eminent domain and notification to the seller that acquisition is without the use of such power;

"(4) is carried out by or through a State or unit of general local government; and

"(5) is being assisted with amounts made available for—

"(A) disaster relief by the Federal Emergency Management Agency; or

"(B) other Federal financial assistance programs."

[For transfer of all functions, personnel, assets, components, authorities, grant programs, and liabilities of the Federal Emergency Management Agency, including the functions of the Under Secretary for Federal Emergency Management relating thereto, to the Federal Emergency Management Agency, see section 315 (a)(1) of Title 6, Domestic Security.]

[For transfer of functions, personnel, assets, and liabilities of the Federal Emergency Management Agency, including the functions of the Director of the Federal Emergency Management Agency relating thereto, to the Secretary of Homeland Security, and for treatment of related references, see former section 313 (1) and sections 551 (d), 552 (d), and 557 of Title 6, Domestic Security, and the Department of Homeland Security Reorganization Plan of November 25, 2002, as modified, set out as a note under section 542 of Title 6.]

.....

§ 4602. Effect upon property acquisition

(a) The provisions of section 4651 of this title create no rights or liabilities and shall not affect the validity of any property acquisitions by purchase or condemnation.

(b) Nothing in this chapter shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of value or of damage not in existence immediately prior to January 2, 1971.

(Pub. L. 91–646, title I, § 102, Jan. 2, 1971, 84 Stat. 1895.)

References in Text

This chapter, referred to in subsec. (b), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

.....

§ 4603. Additional appropriations for moving costs, relocation benefits and other expenses incurred in acquisition of lands for National Park System; waiver of benefits

(a) In all instances where authorizations of appropriations for the acquisition of lands for the National Park System enacted prior to January 9, 1971, do not include provisions therefor, there are authorized to be appropriated such additional sums as may be necessary to provide for moving costs, relocation benefits, and other expenses incurred pursuant to the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91–646; 84 Stat. 1894). There are also authorized to be appropriated not to exceed $8,400,000 in addition to those authorized in Public Law 92–272 (86 Stat. 120) to provide for such moving costs, relocation benefits, and other related expenses in connection with the acquisition of lands authorized by Public Law 92–272.

(b) Whenever an owner of property elects to retain a right of use and occupancy pursuant to any statute authorizing the acquisition of property for purposes of a unit of the National Park System, such owner shall be deemed to have waived any benefits under sections 4623, 4624, 4625, and 4626 of this title, and for the purposes of those sections such owner shall not be considered a displaced person as defined in section 4601 (6) of this title.

(Pub. L. 93–477, title IV, § 405, Oct. 26, 1974, 88 Stat. 1448.)

References in Text

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, referred to in subsec. (a), is Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Public Law 92–272, referred to in subsec. (a), is Pub. L. 92–272, Apr. 11, 1972, 86 Stat. 120, which to the extent classified to the Code, amended sections 284b, 428m, 459f–10, 460m–1, 460m–7 and 460t–4 of Title 16, Conservation, and amended a provision set out as a note under section 450ll of Title 16. For complete classification of this Act to the Code, see Tables.

Codification

Section was not enacted as part of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which comprises this chapter.

.....

§ 4604. Certification

(a) Acceptance of State agency certification

Notwithstanding sections 4630 and 4655 of this title, the head of a Federal agency may discharge any of his responsibilities under this chapter by accepting a certification by a State agency that it will carry out such responsibility, if the head of the lead agency determines that such responsibility will be carried out in accordance with State laws which will accomplish the purpose and effect of this chapter.

(b) Promulgation of regulations; notice and comment; consultation with local governments

(1) The head of the lead agency shall issue regulations to carry out this section.

(2) Repealed. Pub. L. 104–66, title I, § 1121(f), Dec. 21, 1995, 109 Stat. 724.

(3) Before making a determination regarding any State law under subsection (a) of this section, the head of the lead agency shall provide interested parties with an opportunity for public review

and comment. In particular, the head of the lead agency shall consult with interested local general purpose governments within the State on the effects of such State law on the ability of local governments to carry out their responsibilities under this chapter.

(c) Effect of noncompliance with certification or with applicable law

(1) The head of a Federal agency may withhold his approval of any Federal financial assistance to or contract or cooperative agreement with any displacing agency found by the Federal agency to have failed to comply with the laws described in subsection (a) of this section.

(2) After consultation with the head of the lead agency, the head of a Federal agency may rescind his acceptance of any certification under this section, in whole or in part, if the State agency fails to comply with such certification or with State law.

(Pub. L. 91–646, title I, § 103, as added Pub. L. 100–17, title IV, § 403, Apr. 2, 1987, 101 Stat. 248; amended Pub. L. 104–66, title I, § 1121(f), Dec. 21, 1995, 109 Stat. 724.)

References in Text

This chapter, referred to in subsecs. (a) and (b)(3), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Amendments

1995—Subsec. (b)(2). Pub. L. 104–66 struck out par. (2) which read as follows: "The head of the lead agency shall, in coordination with other Federal agencies, monitor from time to time, and report biennially to the Congress on, State agency implementation of this section. A State agency shall make available any information required for such purpose."

Effective Date

Section effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as an Effective Date of 1987 Amendment note under section 4601 of this title.

.....

§ 4605. Displaced persons not eligible for assistance

(a) In general

Except as provided in subsection (c) of this section, a displaced person shall not be eligible to receive relocation payments or any other assistance under this chapter if the displaced person is an alien not lawfully present in the United States.

(b) Determinations of eligibility

(1) Promulgation of regulations

Not later than 1 year after November 21, 1997, after providing notice and an opportunity for public comment, the head of the lead agency shall promulgate regulations to carry out subsection (a) of this section.

(2) Contents of regulations

Regulations promulgated under paragraph (1) shall—

(A) prescribe the processes, procedures, and information that a displacing agency must use in determining whether a displaced person is an alien not lawfully present in the United States;

(B) prohibit a displacing agency from discriminating against any displaced person;

(C) ensure that each eligibility determination is fair and based on reliable information; and

(D) prescribe standards for a displacing agency to apply in making determinations relating to exceptional and extremely unusual hardship under subsection (c) of this section.

(c) Exceptional and extremely unusual hardship

If a displacing agency determines by clear and convincing evidence that a determination of the ineligibility of a displaced person under subsection (a) of this section would result in exceptional and extremely unusual hardship to an individual who is the displaced person's spouse, parent, or child and who is a citizen of the United States or an alien lawfully admitted for permanent residence in the United States, the displacing agency shall provide relocation payments and other assistance to the displaced person under this chapter if the displaced person would be eligible for the assistance but for subsection (a) of this section.

(d) Limitation on statutory construction

Nothing in this section affects any right available to a displaced person under any other provision of Federal or State law.

(Pub. L. 91–646, title I, § 104, as added Pub. L. 105–117, § 1, Nov. 21, 1997, 111 Stat. 2384.)

References in Text

This chapter, referred to in subsecs. (a) and (c), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

SUBCHAPTER II—UNIFORM RELOCATION ASSISTANCE

.....

§ 4621. Declaration of findings and policy

(a) Findings

The Congress finds and declares that—

(1) displacement as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance is caused by a number of activities, including rehabilitation, demolition, code enforcement, and acquisition;

(2) relocation assistance policies must provide for fair, uniform, and equitable treatment of all affected persons;

(3) the displacement of businesses often results in their closure;

(4) minimizing the adverse impact of displacement is essential to maintaining the economic and social well-being of communities; and

(5) implementation of this chapter has resulted in burdensome, inefficient, and inconsistent compliance requirements and procedures which will be improved by establishing a lead agency and allowing for State certification and implementation.

(b) Policy

This subchapter establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance. The primary purpose of this subchapter is to ensure that such persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons.

(c) Congressional intent

It is the intent of Congress that—

(1) Federal agencies shall carry out this subchapter in a manner which minimizes waste, fraud, and mismanagement and reduces unnecessary administrative costs borne by States and State agencies in providing relocation assistance;

(2) uniform procedures for the administration of relocation assistance shall, to the maximum extent feasible, assure that the unique circumstances of any displaced person are taken into account and that persons in essentially similar circumstances are accorded equal treatment under this chapter;

(3) the improvement of housing conditions of economically disadvantaged persons under this subchapter shall be undertaken, to the maximum extent feasible, in coordination with existing Federal, State, and local governmental programs for accomplishing such goals; and

(4) the policies and procedures of this chapter will be administered in a manner which is consistent with fair housing requirements and which assures all persons their rights under title VIII of the Act of April 11, 1968 (Public Law 90–284), commonly known as the Civil Rights Act of 1968 [42 U.S.C. 3601 et seq.], and title VI of the Civil Rights Act of 1964 [42 U.S.C. 2000d et seq.].

(Pub. L. 91–646, title II, § 201, Jan. 2, 1971, 84 Stat. 1895; Pub. L. 100–17, title IV, § 404, Apr. 2, 1987, 101 Stat. 248.)

References in Text

This chapter, referred to in subsecs. (a)(5) and (c)(2), (4), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

This subchapter, referred to in subsecs. (b) and (c)(1), (3), was in the original "this title", meaning title II of Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1895, which is classified principally to this subchapter. For complete classification of title II to the Code, see Tables.

Title VIII of the Act of April 11, 1968 (Public Law 90–284), commonly known as the Civil Rights Act of 1968, referred to in subsec. (c)(4), is title VIII of Pub. L. 90–284, Apr. 11, 1968, 82 Stat. 81, known as the Fair Housing Act, which is classified principally to subchapter I (§ 3601 et seq.) of chapter 45 of this title. For complete classification of this Act to the Code, see Short Title note set out under section 3601 of this title and Tables.

The Civil Rights Act of 1964, referred to in subsec. (c)(4), is Pub. L. 88–352, July 2, 1964, 78 Stat. 241. Title VI of the Civil Rights Act of 1964 is classified generally to subchapter V (§ 2000d et seq.) of chapter 21 of this title. For complete classification of this Act to the Code, see Short Title note set out under section 2000a of this title and Tables.

Amendments

1987—Pub. L. 100–17 substituted "Declaration of findings and policy" for "Declaration of policy" in section catchline and amended text generally. Prior to amendment, text read as follows: "The purpose of this subchapter is to establish a uniform policy for the fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole."

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

Savings Provision

Section 220(b) of Pub. L. 91–646 provided that: "Any rights or liabilities now existing under prior Acts or portions thereof shall not be affected by the repeal of such prior Acts or portions thereof under subsection (a) of this section [repealing sections 1415 (7)(b)(iii), (8) second sentence, 1465, 2473(b)(14), 3074, and 3307(b), (c) of this title, section 2680 of Title 10, Armed Forces, sections 501 to 512 of Title 23, Highways, sections 1231 to 1234 of Title 43, Public Lands, and section 1606(b) of former Title 49, Transportation, and provisions set out as notes under sections 501 and 511 of Title 23]."

.....

§ 4622. Moving and related expenses

(a) General provision

Whenever a program or project to be undertaken by a displacing agency will result in the displacement of any person, the head of the displacing agency shall provide for the payment to the displaced person of—

(1) actual reasonable expenses in moving himself, his family, business, farm operation, or other personal property;

(2) actual direct losses of tangible personal property as a result of moving or discontinuing a business or farm operation, but not to exceed an amount equal to the reasonable expenses that would have been required to relocate such property, as determined by the head of the agency;

(3) actual reasonable expenses in searching for a replacement business or farm; and

(4) actual reasonable expenses necessary to reestablish a displaced farm, nonprofit organization, or small business at its new site, but not to exceed $10,000.

(b) Displacement from dwelling; election of payments: expense and dislocation allowance

Any displaced person eligible for payments under subsection (a) of this section who is displaced from a dwelling and who elects to accept the payments authorized by this subsection in lieu of the payments authorized by subsection (a) of this section may receive an expense and dislocation allowance, which shall be determined according to a schedule established by the head of the lead agency.

(c) Displacement from business or farm operation; election of payments; minimum and maximum amounts; eligibility

Any displaced person eligible for payments under subsection (a) of this section who is displaced from the person's place of business or farm operation and who is eligible under criteria established by the head of the lead agency may elect to accept the payment authorized by this subsection in lieu of the payment authorized by subsection (a) of this section. Such payment shall consist of a fixed payment in an amount to be determined according to criteria established by the head of the lead agency, except that such payment shall not be less than $1,000 nor more than $20,000. A person whose sole business at the displacement dwelling is the rental of such property to others shall not qualify for a payment under this subsection.

(d) Certain utility relocation expenses

(1) Except as otherwise provided by Federal law—

(A) if a program or project

(i) which is undertaken by a displacing agency, and

(ii) the purpose of which is not to relocate or reconstruct any utility facility, results in the relocation of a utility facility;

(B) if the owner of the utility facility which is being relocated under such program or project has entered into, with the State or local government on whose property, easement, or right-of-way such facility is located, a franchise or similar agreement with respect to the use of such property, easement, or right-of-way; and

(C) if the relocation of such facility results in such owner incurring an extraordinary cost in connection with such relocation;

the displacing agency may, in accordance with such regulations as the head of the lead agency may issue, provide to such owner a relocation payment which may not exceed the amount of such extraordinary cost (less any increase in the value of the new utility facility above the value of the old utility facility and less any salvage value derived from the old utility facility).

(2) For purposes of this subsection, the term—

(A) "extraordinary cost in connection with a relocation" means any cost incurred by the owner of a utility facility in connection with relocation of such facility which is determined by the head of the displacing agency, under such regulations as the head of the lead agency shall issue—

(i) to be a non-routine relocation expense;

(ii) to be a cost such owner ordinarily does not include in its annual budget as an expense of operation; and

(iii) to meet such other requirements as the lead agency may prescribe in such regulations; and

(B) "utility facility" means—

(i) any electric, gas, water, steam power, or materials transmission or distribution system;

(ii) any transportation system;

(iii) any communications system (including cable television); and

(iv) any fixtures, equipment, or other property associated with the operation, maintenance, or repair of any such system;

located on property which is owned by a State or local government or over which a State or local government has an easement or right-of-way. A utility facility may be publicly, privately, or cooperatively owned.

(Pub. L. 91–646, title II, § 202, Jan. 2, 1971, 84 Stat. 1895; Pub. L. 100–17, title IV, § 405, Apr. 2, 1987, 101 Stat. 249.)

Amendments

1987—Subsec. (a). Pub. L. 100–17, § 405(a)(1), inserted introductory provisions and struck out former introductory provisions which read as follows: "Whenever the acquisition of real property for a program or project undertaken by a Federal agency in any State will result in the displacement of any person on or after January 2, 1971, the head of such agency shall make a payment to any displaced person, upon proper application as approved by such agency head, for—".

Subsec. (a)(4). Pub. L. 100–17, § 405(a)(2)–(4), added par. (4).

Subsec. (b). Pub. L. 100–17, § 405(b), substituted "an expense and dislocation allowance, which shall be determined according to a schedule established by the head of the lead agency" for "a moving expense allowance, determined according to a schedule established by the head of the Federal agency, not to exceed $300; and a dislocation allowance of $200".

Subsec. (c). Pub. L. 100–17, § 405(c), amended subsec. (c) generally. Prior to amendment, subsec. (c) read as follows: "Any displaced person eligible for payments under subsection (a) of this section who is displaced from his place of business or from his farm operation and who elects to accept the payment authorized by this subsection in lieu of the payment authorized by subsection (a) of this section, may receive a fixed payment in an amount equal to the average annual net earnings of the business or farm operation, except that such payment shall be not less than $2,500 nor more than $10,000. In the case of a business no payment shall be made under this subsection unless the head of the Federal agency is satisfied that the business (1) cannot be relocated without a substantial loss of its existing patronage, and (2) is not a part of a commercial enterprise having at least one other establishment not being acquired by the United States, which is engaged in the same or similar business. For purposes of this subsection, the term 'average annual net earnings' means one-half of any net earnings of the business or farm operation, before Federal, State, and local income taxes, during the two taxable years immediately preceding the taxable year in which such business or farm operation moves from the real property acquired for such project, or during such other period as the head of such agency determines to be more equitable for establishing such earnings, and includes any compensation paid by the business or farm operation to the owner, his spouse, or his dependents during such period."

Subsec. (d). Pub. L. 100–17, § 405(d), added subsec. (d).

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

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§ 4623. Replacement housing for homeowner; mortgage insurance

(a) **(1)** In addition to payments otherwise authorized by this subchapter, the head of the displacing agency shall make an additional payment not in excess of $22,500 to any displaced person who is displaced from a dwelling actually owned and occupied by such displaced person for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of the property. Such additional payment shall include the following elements:

(A) The amount, if any, which when added to the acquisition cost of the dwelling acquired by the displacing agency, equals the reasonable cost of a comparable replacement dwelling.

(B) The amount, if any, which will compensate such displaced person for any increased interest costs and other debt service costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the displacing agency was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than 180 days immediately prior to the initiation of negotiations for the acquisition of such dwelling.

(C) Reasonable expenses incurred by such displaced person for evidence of title, recording fees, and other closing costs incident to the purchase of the replacement dwelling, but not including prepaid expenses.

(2) The additional payment authorized by this section shall be made only to a displaced person who purchases and occupies a decent, safe, and sanitary replacement dwelling within 1 year after

the date on which such person receives final payment from the displacing agency for the acquired dwelling or the date on which the displacing agency's obligation under section 4625 (c)(3) of this title is met, whichever is later, except that the displacing agency may extend such period for good cause. If such period is extended, the payment under this section shall be based on the costs of relocating the person to a comparable replacement dwelling within 1 year of such date.

(b) The head of any Federal agency may, upon application by a mortgagee, insure any mortgage (including advances during construction) on a comparable replacement dwelling executed by a displaced person assisted under this section, which mortgage is eligible for insurance under any Federal law administered by such agency notwithstanding any requirements under such law relating to age, physical condition, or other personal characteristics of eligible mortgagors, and may make commitments for the insurance of such mortgage prior to the date of execution of the mortgage.

(Pub. L. 91–646, title II, § 203, Jan. 2, 1971, 84 Stat. 1896; Pub. L. 100–17, title IV, § 406, Apr. 2, 1987, 101 Stat. 251.)

Amendments

1987—Subsec. (a)(1). Pub. L. 100–17, § 406(1)–(3), substituted "displacing agency" for "Federal agency" and "$22,500" for "$15,000" in introductory provisions, and in subpar. (A) "acquired by the displacing agency, equals the reasonable cost of a comparable replacement dwelling" for "acquired by the Federal agency, equals the reasonable cost of a comparable replacement dwelling which is a decent, safe, and sanitary dwelling adequate to accommodate such displaced person, reasonably accessible to public services and places of employment and available on the private market. All determinations required to carry out this subparagraph shall be made in accordance with standards established by the head of the Federal agency making the additional payment".

Subsec. (a)(1)(B). Pub. L. 100–17, § 406(4), added subpar. (B) and struck out former subpar. (B) which read as follows: "The amount, if any, which will compensate such displaced person for any increased interest costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the Federal agency was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of such dwelling. Such amount shall be equal to the excess in the aggregate interest and other debt service costs of that amount of the principal of the mortgage on the replacement dwelling which is equal to the unpaid balance of the mortgage on the acquired dwelling, over the remainder term of the mortgage on the acquired dwelling, reduced to discounted present value. The discount rate shall be the prevailing interest rate paid on savings deposits by commercial banks in the general area in which the replacement dwelling is located."

Subsec. (a)(2). Pub. L. 100–17, § 406(5), added par. (2) and struck out former par. (2) which read as follows: "The additional payment authorized by this subsection shall be made only to such a displaced person who purchases and occupies a replacement dwelling which is decent, safe, and sanitary not later than the end of the one year period beginning on the date on which he receives from the Federal agency final payment of all costs of the acquired dwelling, or on the date on which he moves from the acquired dwelling, whichever is the later date."

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

.....

§ 4624. Replacement housing for tenants and certain others

(a) In addition to amounts otherwise authorized by this subchapter, the head of a displacing agency shall make a payment to or for any displaced person displaced from any dwelling not eligible to receive a payment under section 4623 of this title which dwelling was actually and lawfully occupied by such displaced person for not less than 90 days immediately prior to

(1) the initiation of negotiations for acquisition of such dwelling, or

(2) in any case in which displacement is not a direct result of acquisition, such other event as the head of the lead agency shall prescribe. Such payment shall consist of the amount necessary to enable such person to lease or rent for a period not to exceed 42 months, a comparable replacement

dwelling, but not to exceed $5,250. At the discretion of the head of the displacing agency, a payment under this subsection may be made in periodic installments. Computation of a payment under this subsection to a low-income displaced person for a comparable replacement dwelling shall take into account such person's income.

(b) Any person eligible for a payment under subsection (a) of this section may elect to apply such payment to a down payment on, and other incidental expenses pursuant to, the purchase of a decent, safe, and sanitary replacement dwelling. Any such person may, at the discretion of the head of the displacing agency, be eligible under this subsection for the maximum payment allowed under subsection (a) of this section, except that, in the case of a displaced homeowner who has owned and occupied the displacement dwelling for at least 90 days but not more than 180 days immediately prior to the initiation of negotiations for the acquisition of such dwelling, such payment shall not exceed the payment such person would otherwise have received under section 4623 (a) of this title had the person owned and occupied the displacement dwelling 180 days immediately prior to the initiation of such negotiations.

(Pub. L. 91–646, title II, § 204, Jan. 2, 1971, 84 Stat. 1897; Pub. L. 100–17, title IV, § 407, Apr. 2, 1987, 101 Stat. 251.)

Amendments

1987—Pub. L. 100–17 amended section generally, revising and restating as subsecs. (a) and (b) provisions formerly contained in introductory provisions and in pars. (1) and (2).

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

.....

§ 4625. Relocation planning, assistance coordination, and advisory services

(a) Planning of programs or projects undertaken by Federal agencies or with Federal financial assistance

Programs or projects undertaken by a Federal agency or with Federal financial assistance shall be planned in a manner that

(1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and

(2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.

(b) Availability of advisory services

The head of any displacing agency shall ensure that the relocation assistance advisory services described in subsection (c) of this section are made available to all persons displaced by such agency. If such agency head determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result thereof, the agency head may make available to such person such advisory services.

(c) Measures, facilities, or services; description

Each relocation assistance advisory program required by subsection (b) of this section shall include such measures, facilities, or services as may be necessary or appropriate in order to—

(1) determine, and make timely recommendations on, the needs and preferences, if any, of displaced persons for relocation assistance;

(2) provide current and continuing information on the availability, sales prices, and rental charges of comparable replacement dwellings for displaced homeowners and tenants and suitable locations for businesses and farm operations;

(3) assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable replacement dwelling, except in the case of—

(A) a major disaster as defined in section 5122 (2) of this title;

(B) a national emergency declared by the President; or

(C) any other emergency which requires the person to move immediately from the dwelling because continued occupancy of such dwelling by such person constitutes a substantial danger to the health or safety of such person;

(4) assist a person displaced from a business or farm operation in obtaining and becoming established in a suitable replacement location;

(5) supply

(A) information concerning other Federal and State programs which may be of assistance to displaced persons, and

(B) technical assistance to such persons in applying for assistance under such programs; and

(6) provide other advisory services to displaced persons in order to minimize hardships to such persons in adjusting to relocation.

(d) Coordination of relocation activities with other Federal, State, or local governmental actions

The head of a displacing agency shall coordinate the relocation activities performed by such agency with other Federal, State, or local governmental actions in the community which could affect the efficient and effective delivery of relocation assistance and related services.

(e) Selection of implementation procedures

Whenever two or more Federal agencies provide financial assistance to a displacing agency other than a Federal agency, to implement functionally or geographically related activities which will result in the displacement of a person, the heads of such Federal agencies may agree that the procedures of one of such agencies shall be utilized to implement this subchapter with respect to such activities. If such agreement cannot be reached, then the head of the lead agency shall designate one of such agencies as the agency whose procedures shall be utilized to implement this subchapter with respect to such activities. Such related activities shall constitute a single program or project for purposes of this chapter.

(f) Tenants occupying property acquired for programs or projects; eligibility for advisory services

Notwithstanding section 4601 (1) of this title, in any case in which a displacing agency acquires property for a program or project, any person who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project shall be eligible for advisory services to the extent determined by the displacing agency.

(Pub. L. 91–646, title II, § 205, Jan. 2, 1971, 84 Stat. 1897; Pub. L. 100–17, title IV, § 408, Apr. 2, 1987, 101 Stat. 252.)

References in Text

This chapter, referred to in subsec. (e), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Amendments

1987—Pub. L. 100–17, substituted "Relocation planning, assistance coordination, and advisory services" for "Relocation assistance advisory services" in catchline and amended text generally, revising and restating as subsecs. (a) to (f) provisions formerly contained in subsecs. (a) to (d).

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

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§ 4626. Housing replacement by Federal agency as last resort

(a) If a program or project undertaken by a Federal agency or with Federal financial assistance cannot proceed on a timely basis because comparable replacement dwellings are not available, and the head of the displacing agency determines that such dwellings cannot otherwise be made available, the head of the displacing agency may take such action as is necessary or appropriate to provide such dwellings by use of funds authorized for such project. The head of the displacing agency may use this section to exceed the maximum amounts which may be paid under sections 4623 and 4624 of this title on a case-by-case basis for good cause as determined in accordance with such regulations as the head of the lead agency shall issue.

(b) No person shall be required to move from his dwelling on account of any program or project undertaken by a Federal agency or with Federal financial assistance, unless the head of the displacing agency is satisfied that comparable replacement housing is available to such person.

(Pub. L. 91–646, title II, § 206, Jan. 2, 1971, 84 Stat. 1898; Pub. L. 100–17, title IV, § 409, Apr. 2, 1987, 101 Stat. 253.)

Amendments

1987—Subsec. (a). Pub. L. 100–17 amended subsec. (a) generally. Prior to amendment, subsec. (a) read as follows: "If a Federal project cannot proceed to actual construction because comparable replacement sale or rental housing is not available, and the head of the Federal agency determines that such housing cannot otherwise be made available he may take such action as is necessary or appropriate to provide such housing by use of funds authorized for such project."

Subsec. (b). Pub. L. 100–17 amended subsec. (b) generally. Prior to amendment, subsec. (b) read as follows: "No person shall be required to move from his dwelling on or after January 2, 1971, on account of any Federal project, unless the Federal agency head is satisfied that replacement housing, in accordance with section 4625 (c)(3) of this title, is available to such person."

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

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§ 4627. State required to furnish real property incident to Federal assistance (local cooperation)

Whenever real property is acquired by a State agency and furnished as a required contribution incident to a Federal program or project, the Federal agency having authority over the program or project may not accept such property unless such State agency has made all payments and provided all assistance and assurances, as are required of a State agency by sections 4630 and 4655 of this title. Such State agency shall pay the cost of such requirements in the same manner and to the same extent as the real property acquired for such project, except that in the case of any real property

acquisition or displacement occurring prior to July 1, 1972, such Federal agency shall pay 100 per centum of the first $25,000 of the cost of providing such payments and assistance.

(Pub. L. 91–646, title II, § 207, Jan. 2, 1971, 84 Stat. 1898.)

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§ 4628. State acting as agent for Federal program

Whenever real property is acquired by a State agency at the request of a Federal agency for a Federal program or project, such acquisition shall, for the purposes of this chapter, be deemed an acquisition by the Federal agency having authority over such program or project.

(Pub. L. 91–646, title II, § 208, Jan. 2, 1971, 84 Stat. 1899.)

References in Text

This chapter, referred to in text, was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

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§ 4629. Public works programs and projects of District of Columbia government and Washington Metropolitan Area Transit Authority

Whenever real property is acquired by the government of the District of Columbia or the Washington Metropolitan Area Transit Authority for a program or project which is not subject to sections 4630 and 4631 of this title, and such acquisition will result in the displacement of any person on or after January 2, 1971, the Mayor of the District of Columbia or the Washington Metropolitan Area Transit Authority, as the case may be, shall make all relocation payments and provide all assistance required of a Federal agency by this chapter. Whenever real property is acquired for such a program or project on or after such effective date, such Mayor or Authority, as the case may be, shall make all payments and meet all requirements prescribed for a Federal agency by subchapter III of this chapter.

(Pub. L. 91–646, title II, § 209, Jan. 2, 1971, 84 Stat. 1899; Pub. L. 93–198, title IV, § 421, Dec. 24, 1973, 87 Stat. 789.)

References in Text

This chapter, referred to in text, was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Subchapter III of this chapter, referred to in text, was in the original "title III of this Act", meaning title III of Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1904, which enacted subchapter III of this chapter, repealed sections 3071 to 3073 of this title, section 141 of Title 23, Highways, and section 596 of Title 33, Navigation and Navigable Waters, and enacted provisions set out as a note under section 4651 of this title. For complete classification of title III to the Code, see Tables.

Transfer of Functions

"Mayor" substituted for "Commissioner" pursuant to section 421 of Pub. L. 93–198. Office of Commissioner of District of Columbia, as established by Reorg. Plan No. 3 of 1967, abolished as of noon Jan. 2, 1975, by Pub. L. 93–198, title VII, § 711, Dec. 24, 1973, 87 Stat. 818, and replaced by Office of Mayor of District of Columbia by section 421 of Pub. L. 93–198.

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§ 4630. Requirements for relocation payments and assistance of federally assisted program; assurances of availability of housing

Notwithstanding any other law, the head of a Federal agency shall not approve any grant to, or contract or agreement with, a displacing agency (other than a Federal agency), under which Federal financial assistance will be available to pay all or part of the cost of any program or project which will result in the displacement of any person on or after January 2, 1971, unless he receives satisfactory assurances from such displacing agency that—

(1) fair and reasonable relocation payments and assistance shall be provided to or for displaced persons, as are required to be provided by a Federal agency under sections 4622, 4623, and 4624 of this title;

(2) relocation assistance programs offering the services described in section 4625 of this title shall be provided to such displaced persons;

(3) within a reasonable period of time prior to displacement, comparable replacement dwellings will be available to displaced persons in accordance with section 4625 (c)(3) of this title.

(Pub. L. 91–646, title II, § 210, Jan. 2, 1971, 84 Stat. 1899; Pub. L. 100–17, title IV, § 410, Apr. 2, 1987, 101 Stat. 254.)

Amendments

1987—Pub. L. 100–17 in introductory provisions substituted “displacing agency (other than a Federal agency)” for “State agency” and “assurances from such displacing agency” for “assurances from such State agency”, and in par. (3) substituted “comparable replacement dwellings” for “decent, safe, and sanitary replacement dwellings”.

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

Effective Date

Section as completely applicable to all States after July 1, 1972, but until such date applicable to a State to extent the State is able under its laws to comply with this section, see section 221(b) of Pub. L. 91–646, set out as a note under section 4601 of this title.

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§ 4631. Federal share of costs

(a) Cost to displacing agency; eligibility

The cost to a displacing agency of providing payments and assistance under this subchapter and subchapter III of this chapter shall be included as part of the cost of a program or project undertaken by a Federal agency or with Federal financial assistance. A displacing agency, other than a Federal agency, shall be eligible for Federal financial assistance with respect to such payments and assistance in the same manner and to the same extent as other program or project costs.

(b) Comparable payments under other laws

No payment or assistance under this subchapter or subchapter III of this chapter shall be required to be made to any person or included as a program or project cost under this section, if such person receives a payment required by Federal, State, or local law which is determined by the head of the Federal agency to have substantially the same purpose and effect as such payment under this section.

(c) Agreements prior to January 2, 1971; advancements

Any grant to, or contract or agreement with, a State agency executed before January 2, 1971, under which Federal financial assistance is available to pay all or part of the cost of any program or project which will result in the displacement of any person on or after January 2, 1971, shall be amended to include the cost of providing payments and services under sections 4630 and 4655 of this title. If the head of a Federal agency determines that it is necessary for the expeditious completion of a program or project he may advance to the State agency the Federal share of the cost of any payments or assistance by such State agency pursuant to sections 4626, 4630, 4635, and 4655 of this title.

(Pub. L. 91–646, title II, § 211, Jan. 2, 1971, 84 Stat. 1900; Pub. L. 100–17, title IV, § 411, Apr. 2, 1987, 101 Stat. 254.)

References in Text

Subchapter III of this chapter, referred to in subsecs. (a) and (b), was in the original "title III of this Act", meaning title III of Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1904, which is classified principally to subchapter III of this chapter. For complete classification of title III to the Code, see Tables.

Amendments

1987—Subsec. (a). Pub. L. 100–17, § 411(a), amended subsec. (a) generally. Prior to amendment, subsec. (a) read as follows: "The cost to a State agency of providing payments and assistance pursuant to sections 4626, 4630, 4635, and 4655 of this title, shall be included as part of the cost of a program or project for which Federal financial assistance is available to such State agency, and such State agency shall be eligible for Federal financial assistance with respect to such payments and assistance in the same manner and to the same extent as other program or project costs, except that, notwithstanding any other law in the case where the Federal financial assistance is by grant or contribution the Federal agency shall pay the full amount of the first $25,000 of the cost to a State agency of providing payments and assistance for a displaced person under sections 4626, 4630, 4635, and 4655 of this title, on account of any acquisition or displacement occurring prior to July 1, 1972, and in any case where such Federal financial assistance is by loan, the Federal agency shall loan such State agency the full amount of the first $25,000 of such cost."

Subsec. (b). Pub. L. 100–17, § 411(b), amended subsec. (b) generally. Prior to amendment, subsec. (b) read as follows: "No payment or assistance under section 4630 or 4655 of this title shall be required or included as a program or project cost under this section, if the displaced person receives a payment required by the State law of eminent domain which is determined by such Federal agency head to have substantially the same purpose and effect as such payment under this section, and to be part of the cost of the program or project for which Federal financial assistance is available."

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

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§ 4632. Administration; relocation assistance in programs receiving Federal financial assistance

In order to prevent unnecessary expenses and duplications of functions, and to promote uniform and effective administration of relocation assistance programs for displaced persons under sections 4626, 4630, and 4635 of this title, a State agency may enter into contracts with any individual, firm, association, or corporation for services in connection with such programs, or may carry out its functions under this subchapter through any Federal or State governmental agency or instrumentality having an established organization for conducting relocation assistance programs. Such State agency shall, in carrying out the relocation assistance activities described in section 4626 of this title, whenever practicable, utilize the services of State or local housing agencies, or other agencies having experience in the administration or conduct of similar housing assistance activities.

(Pub. L. 91–646, title II, § 212, Jan. 2, 1971, 84 Stat. 1900.)

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§ 4633. Duties of lead agency

(a) General provisions

The head of the lead agency shall—

(1) develop, publish, and issue, with the active participation of the Secretary of Housing and Urban Development and the heads of other Federal agencies responsible for funding relocation and acquisition actions, and in coordination with State and local governments, such regulations as may be necessary to carry out this chapter;

(2) provide, in consultation with the Attorney General (acting through the Commissioner of the Immigration and Naturalization Service), through training and technical assistance activities for displacing agencies, information developed with the Attorney General (acting through the Commissioner) on proper implementation of section 4605 of this title;

(3) ensure that displacing agencies implement section 4605 of this title fairly and without discrimination in accordance with section 4605 (b)(2)(B) of this title;

(4) ensure that relocation assistance activities under this chapter are coordinated with low-income housing assistance programs or projects by a Federal agency or a State or State agency with Federal financial assistance;

(5) monitor, in coordination with other Federal agencies, the implementation and enforcement of this chapter and report to the Congress, as appropriate, on any major issues or problems with respect to any policy or other provision of this chapter; and

(6) perform such other duties as may be necessary to carry out this chapter.

(b) Regulations and procedures

The head of the lead agency is authorized to issue such regulations and establish such procedures as he may determine to be necessary to assure—

(1) that the payments and assistance authorized by this chapter shall be administered in a manner which is fair and reasonable and as uniform as practicable;

(2) that a displaced person who makes proper application for a payment authorized for such person by this subchapter shall be paid promptly after a move or, in hardship cases, be paid in advance; and

(3) that any aggrieved person may have his application reviewed by the head of the Federal agency having authority over the applicable program or project or, in the case of a program or project receiving Federal financial assistance, by the State agency having authority over such program or project or the Federal agency having authority over such program or project if there is no such State agency.

(c) Applicability to Tennessee Valley Authority and Rural Electrification Administration

The regulations and procedures issued pursuant to this section shall apply to the Tennessee Valley Authority and the Rural Electrification Administration only with respect to relocation assistance under this subchapter and subchapter I of this chapter.

(Pub. L. 91–646, title II, § 213, Jan. 2, 1971, 84 Stat. 1900; Pub. L. 100–17, title IV, § 412, Apr. 2, 1987, 101 Stat. 254; Pub. L. 102–240, title I, § 1055, Dec. 18, 1991, 105 Stat. 2002; Pub. L. 105–117, § 2, Nov. 21, 1997, 111 Stat. 2385.)

References in Text

This chapter, referred to in subsecs. (a)(1), (4) to (6) and (b)(1), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

Amendments

1997—Subsec. (a)(2) to (6). Pub. L. 105–117 added pars. (2) and (3) and redesignated former pars. (2) to (4) as (4) to (6), respectively.

1991—Subsec. (c). Pub. L. 102–240 inserted "and the Rural Electrification Administration" after "Tennessee Valley Authority".

1987—Pub. L. 100–17 in amending section generally, substituted "Duties of lead agency" for "Regulations and procedures" in section catchline.

Subsec. (a). Pub. L. 100–17 amended subsec. (a) generally. Prior to amendment, subsec. (a) read as follows: "In order to promote uniform and effective administration of relocation assistance and land acquisition of State or local housing agencies, or other agencies having programs or projects by Federal agencies or programs or projects by State agencies receiving Federal financial assistance, the heads of Federal agencies shall consult together on the establishment of regulations and procedures for the implementation of such programs."

Subsec. (b). Pub. L. 100–17 amended subsec. (b) generally. Prior to amendment, subsec. (b) read as follows: "The head of each Federal agency is authorized to establish such regulations and procedures as he may determine to be necessary to assure—

"(1) that the payments and assistance authorized by this chapter shall be administered in a manner which is fair and reasonable, and as uniform as practicable;

"(2) that a displaced person who makes proper application for a payment authorized for such person by this subchapter shall be paid promptly after a move or, in hardship cases, be paid in advance; and

"(3) that any person aggrieved by a determination as to eligibility for a payment authorized by this chapter, or the amount of a payment, may have his application reviewed by the head of the Federal agency having authority over the applicable program or project, or in the case of a program or project receiving Federal financial assistance, by the head of the State agency."

Subsec. (c). Pub. L. 100–17 amended subsec. (c) generally. Prior to amendment, subsec. (c) read as follows: "The head of each Federal agency may prescribe such other regulations and procedures, consistent with the provisions of this chapter, as he deems necessary or appropriate to carry out this chapter."

Effective Date of 1991 Amendment

Amendment by Pub. L. 102–240 effective Dec. 18, 1991, and applicable to funds authorized to be appropriated or made available after Sept. 30, 1991, and, with certain exceptions, not applicable to funds appropriated or made available on or before Sept. 30, 1991, see section 1100 of Pub. L. 102–240, set out as a note under section 104 of Title 23, Highways.

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective Apr. 2, 1987, to the extent such amendment prescribes authority to develop, publish, and issue regulations, and otherwise to take effect on effective date provided in such regulations but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

Abolition of Immigration and Naturalization Service and Transfer of Functions

For abolition of Immigration and Naturalization Service, transfer of functions, and treatment of related references, see note set out under section 1551 of Title 8, Aliens and Nationality.

Improvement of Administration and Implementation of This Chapter

Memorandum of the President dated February 27, 1985, 50 F.R. 8953, provided:

The purpose of this Memorandum is to improve administration and implementation of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601 et seq.].

Specifically, I hereby direct the following actions:

1. The Presidential Memorandum of September 6, 1973 on this subject is superseded.

2. As with other Administration management improvement initiatives, a lead agency, the Department of Transportation (DOT), is designated to coordinate and monitor implementation of the Act, and consult periodically with State and local governments and other organizations and interest groups affected by administration of the Act.

3. DOT, jointly with the Department of Housing and Urban Development, shall interact with the principal executive departments and agencies affected by the Act in developing Administration policy.

4. Within 90 days of the date of this Memorandum, all affected executive departments and agencies shall propose common regulations under the Act. Within one year of the date of this Memorandum, such departments and agencies shall issue common regulations under the Act. Such regulations shall be consistent with the model policy promulgated by DOT, in consultation and coordination with other affected agencies, and published in final form in the Federal Register simultaneously with this Memorandum.

5. DOT shall report annually to the President's Council on Management Improvement, through the Office of Management and Budget, on implementation of the Act.

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§ 4634. Repealed. Pub. L. 100–17, title IV, § 415, Apr. 2, 1987, 100 Stat. 255

Section, Pub. L. 91–646, title II, § 214, Jan. 2, 1971, 84 Stat. 1901, required head of each Federal agency to submit an annual report to the President respecting programs and policies established or authorized by this chapter, and the President to submit such reports to Congress.

Effective Date of Repeal

Repeal effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as an Effective Date of 1987 Amendment note under section 4601 of this title.

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§ 4635. Planning and other preliminary expenses for additional housing

In order to encourage and facilitate the construction or rehabilitation of housing to meet the needs of displaced persons who are displaced from dwellings because of any Federal or Federal financially assisted project, the head of the Federal agency administering such project is authorized to make loans as a part of the cost of any such project, or to approve loans as a part of the cost of any such project receiving Federal financial assistance, to nonprofit, limited dividend, or cooperative organizations or to public bodies, for necessary and reasonable expenses, prior to construction, for planning and obtaining federally insured mortgage financing for the rehabilitation or construction of housing for such displaced persons. Notwithstanding the preceding sentence, or any other law, such loans shall be available for not to exceed 80 per centum of the reasonable costs expected to be incurred in planning, and in obtaining financing for, such housing, prior to the availability of such financing, including, but not limited to, preliminary surveys and analyses of market needs, preliminary site engineering, preliminary architectural fees, site acquisition, application and mortgage commitment fees, and construction loan fees and discounts. Loans to an organization established for profit shall bear interest at a market rate established by the head of such Federal agency. All other loans shall be without interest. Such Federal agency head shall require repayment of loans made under this section, under such terms and conditions as he may require, upon completion of the project or sooner, and except in the case of a loan to an organization established for profit, may cancel any part or all of a loan if he determines that a permanent loan to finance the rehabilitation or the construction of such housing cannot be obtained in an amount adequate for repayment of such loan. Upon repayment of any such loan, the Federal share of the sum repaid shall be credited to the account from which such loan was made, unless the Secretary of the Treasury determines that such account is no longer in existence, in which case such sum shall be returned to the Treasury and credited to miscellaneous receipts.

(Pub. L. 91–646, title II, § 215, Jan. 2, 1971, 84 Stat. 1901.)

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§ 4636. Payments not to be considered as income for revenue purposes or for eligibility for assistance under Social Security Act or other Federal law

No payment received under this subchapter shall be considered as income for the purposes of title 26; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act [42 U.S.C. 301 et seq.] or any other Federal law (except for any Federal law providing low-income housing assistance).

(Pub. L. 91–646, title II, § 216, Jan. 2, 1971, 84 Stat. 1902; Pub. L. 99–514, § 2, Oct. 22, 1986, 100 Stat. 2095; Pub. L. 100–17, title IV, § 413, Apr. 2, 1987, 101 Stat. 255.)

References in Text

The Social Security Act, referred to in text, is act Aug. 14, 1935, ch. 531, 49 Stat. 620, as amended, which is classified generally to chapter 7 (§ 301 et seq.) of this title. For complete classification of this Act to the Code, see section 1305 of this title and Tables.

Amendments

1987—Pub. L. 100–17 inserted "(except for any Federal law providing low-income housing assistance)" before period at end.

1986—Pub. L. 99–514 substituted "Internal Revenue Code of 1986" for "Internal Revenue Code of 1954", which for purposes of codification was translated as "title 26" thus requiring no change in text.

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

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§ 4637. Repealed. Pub. L. 100–17, title IV, § 415, Apr. 2, 1987, 101 Stat. 255

Section, Pub. L. 91–646, title II, § 217, Jan. 2, 1971, 84 Stat. 1902, related to displacement by code enforcement, rehabilitation, and demolition programs receiving Federal assistance.

Effective Date of Repeal

Repeal effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as an Effective Date of 1987 Amendment note under section 4601 of this title.

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§ 4638. Transfers of surplus property

The Administrator of General Services is authorized to transfer to a State agency for the purpose of providing replacement housing required by this subchapter, any real property surplus to the needs of the United States within the meaning of chapters 1 to 11 of title 40 and division C (except sections 3302, 3307 (e), 3501 (b), 3509, 3906, 4710, and 4711) of subtitle I of title 41. Such transfer shall be subject to such terms and conditions as the Administrator determines necessary to protect the interests of the United States and may be made without monetary consideration, except that such State agency shall pay to the United States all net amounts received by such agency from any sale, lease, or other disposition of such property for such housing.

(Pub. L. 91–646, title II, § 218, Jan. 2, 1971, 84 Stat. 1902; Pub. L. 100–17, title IV, § 414, Apr. 2, 1987, 101 Stat. 255.)

Codification

In text, "chapters 1 to 11 of title 40 and division C (except sections 3302, 3307 (e), 3501 (b), 3509, 3906, 4710, and 4711) of subtitle I of title 41" substituted for "the Federal Property and Administrative Services Act of 1949, as amended" on authority of Pub. L. 107–217, § 5(c), Aug. 21, 2002, 116 Stat. 1303, which Act enacted Title 40, Public Buildings, Property, and Works, and Pub. L. 111–350, § 6(c), Jan. 4, 2011, 124 Stat. 3854, which Act enacted Title 41, Public Contracts.

Amendments

1987—Pub. L. 100–17 inserted "net" after "all".

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

NB: This unofficial compilation of the U.S. Code is current as of Jan. 4, 2012 (see http://www.law.cornell.edu/uscode/uscprint.html).

SUBCHAPTER III—UNIFORM REAL PROPERTY ACQUISITION POLICY

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§ 4651. Uniform policy on real property acquisition practices

In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the many Federal programs, and to promote public confidence in Federal land acquisition practices, heads of Federal agencies shall, to the greatest extent practicable, be guided by the following policies:

(1) The head of a Federal agency shall make every reasonable effort to acquire expeditiously real property by negotiation.

(2) Real property shall be appraised before the initiation of negotiations, and the owner or his designated representative shall be given an opportunity to accompany the appraiser during his inspection of the property, except that the head of the lead agency may prescribe a procedure to waive the appraisal in cases involving the acquisition by sale or donation of property with a low fair market value.

(3) Before the initiation of negotiations for real property, the head of the Federal agency concerned shall establish an amount which he believes to be just compensation therefor and shall make a prompt offer to acquire the property for the full amount so established. In no event shall such amount be less than the agency's approved appraisal of the fair market value of such property. Any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property. The head of the Federal agency concerned shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount he established as just compensation. Where appropriate the just compensation for the real property acquired and for damages to remaining real property shall be separately stated.

(4) No owner shall be required to surrender possession of real property before the head of the Federal agency concerned pays the agreed purchase price, or deposits with the court in accordance with section 3114 (a) to (d) of title 40, for the benefit of the owner, an amount not less than the agency's approved appraisal of the fair market value of such property, or the amount of the award of compensation in the condemnation proceeding for such property.

(5) The construction or development of a public improvement shall be so scheduled that, to the greatest extent practicable, no person lawfully occupying real property shall be required to move from a dwelling (assuming a replacement dwelling as required by subchapter II of this chapter will be available), or to move his business or farm operation, without at least ninety days' written notice from the head of the Federal agency concerned, of the date by which such move is required.

(6) If the head of a Federal agency permits an owner or tenant to occupy the real property acquired on a rental basis for a short term or for a period subject to termination by the Government on short notice, the amount of rent required shall not exceed the fair rental value of the property to a short-term occupier.

(7) In no event shall the head of a Federal agency either advance the time of condemnation, or defer negotiations or condemnation and the deposit of funds in court for the use of the owner, or take any other action coercive in nature, in order to compel an agreement on the price to be paid for the property.

(8) If any interest in real property is to be acquired by exercise of the power of eminent domain, the head of the Federal agency concerned shall institute formal condemnation proceedings. No Federal agency head shall intentionally make it necessary for an owner to institute legal proceedings to prove the fact of the taking of his real property.

(9) If the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire that remnant. For the purposes of this chapter, an uneconomic remnant is a parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property and which the head of the Federal agency concerned has determined has little or no value or utility to the owner.

(10) A person whose real property is being acquired in accordance with this subchapter may, after the person has been fully informed of his right to receive just compensation for such property, donate such property, and part thereof, any interest therein, or any compensation paid therefor to a Federal agency, as such person shall determine.

(Pub. L. 91–646, title III, § 301, Jan. 2, 1971, 84 Stat. 1904; Pub. L. 100–17, title IV, § 416, Apr. 2, 1987, 101 Stat. 255.)

References in Text

Subchapter II of this chapter, referred to in par. (5), was in the original "title II of this Act", meaning title II of Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1895, which is classified principally to subchapter II of this chapter. For complete classification of title II to the Code, see Short Title note set out under section 4601 of this title and Tables.

This chapter, referred to in par. (9), was in the original "this Act", meaning Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1894, known as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which is classified principally to this chapter. For complete classification of this Act to the Code, see Short Title note set out under section 4601 of this title and Tables.

This subchapter, referred to in par. (10), was in the original "this title", meaning title III of Pub. L. 91–646, Jan. 2, 1971, 84 Stat. 1904, which is classified principally to this subchapter. For complete classification of title III to the Code, see Tables.

Codification

In par. (4), "section 3114 (a) to (d) of title 40" substituted for "section 1 of the Act of February 26, 1931 (46 Stat. 1421; 40 U.S.C. 258a)" on authority of Pub. L. 107–217, § 5(c), Aug. 21, 2002, 116 Stat. 1303, the first section of which enacted Title 40, Public Buildings, Property, and Works.

Amendments

1987—Par. (2). Pub. L. 100–17, § 416(a), inserted provision respecting the waiver of appraisal in cases involving the acquisition of property with a low fair market value.

Par. (9). Pub. L. 100–17, § 416(b), amended par. (9) generally. Prior to amendment, par. (9) read as follows: "If the acquisition of only part of a property would leave its owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire the entire property."

Par. (10). Pub. L. 100–17, § 416(c), added par. (10).

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

Savings Provision

Section 306 of Pub. L. 91–646 provided in part that: "Any rights or liabilities now existing under prior Acts or portions thereof shall not be affected by the repeal of such prior Act or portions thereof under this section [repealing sections 3071 to 3073 of this title, section 141 of Title 23, Highways, and section 596 of Title 33, Navigation and Navigable Waters]."

.....

§ 4652. Buildings, structures, and improvements

(a) Notwithstanding any other provision of law, if the head of a Federal agency acquires any interest in real property in any State, he shall acquire at least an equal interest in all buildings, structures, or

other improvements located upon the real property so acquired and which he requires to be removed from such real property or which he determines will be adversely affected by the use to which such real property will be put.

(b) **(1)** For the purpose of determining the just compensation to be paid for any building, structure, or other improvement required to be acquired by subsection (a) of this section, such building, structure, or other improvement shall be deemed to be a part of the real property to be acquired notwithstanding the right or obligation of a tenant, as against the owner of any other interest in the real property, to remove such building, structure, or improvement at the expiration of his term, and the fair market value which such building, structure, or improvement contributes to the fair market value of the real property to be acquired, or the fair market value of such building, structure, or improvement for removal from the real property, whichever is the greater, shall be paid to the tenant therefor.

(2) Payment under this subsection shall not result in duplication of any payments otherwise authorized by law. No such payment shall be made unless the owner of the land involved disclaims all interest in the improvements of the tenant. In consideration for any such payment, the tenant shall assign, transfer, and release to the United States all his right, title, and interest in and to such improvements. Nothing in this subsection shall be construed to deprive the tenant of any rights to reject payment under this subsection and to obtain payment for such property interests in accordance with applicable law, other than this subsection.

(Pub. L. 91–646, title III, § 302, Jan. 2, 1971, 84 Stat. 1905.)

.....

§ 4653. Expenses incidental to transfer of title to United States

The head of a Federal agency, as soon as practicable after the date of payment of the purchase price or the date of deposit in court of funds to satisfy the award of compensation in a condemnation proceeding to acquire real property, whichever is the earlier, shall reimburse the owner, to the extent the head of such agency deems fair and reasonable, for expenses he necessarily incurred for—

(1) recording fees, transfer taxes, and similar expenses incidental to conveying such real property to the United States;

(2) penalty costs for prepayment of any preexisting recorded mortgage entered into in good faith encumbering such real property; and

(3) the pro rata portion of real property taxes paid which are allocable to a period subsequent to the date of vesting title in the United States, or the effective date of possession of such real property by the United States, whichever is the earlier.

(Pub. L. 91–646, title III, § 303, Jan. 2, 1971, 84 Stat. 1906.)

.....

§ 4654. Litigation expenses

(a) Judgment for owner or abandonment of proceedings

The Federal court having jurisdiction of a proceeding instituted by a Federal agency to acquire real property by condemnation shall award the owner of any right, or title to, or interest in, such real property such sum as will in the opinion of the court reimburse such owner for his reasonable costs, disbursements, and expenses, including reasonable attorney, appraisal, and engineering fees, actually incurred because of the condemnation proceedings, if—

(1) the final judgment is that the Federal agency cannot acquire the real property by condemnation; or

(2) the proceeding is abandoned by the United States.

(b) Payment

Any award made pursuant to subsection (a) of this section shall be paid by the head of the Federal agency for whose benefit the condemnation proceedings was instituted.

(c) Claims against United States

The court rendering a judgment for the plaintiff in a proceeding brought under section 1346 (a)(2) or 1491 of title 28, awarding compensation for the taking of property by a Federal agency, or the Attorney General effecting a settlement of any such proceeding, shall determine and award or allow to such plaintiff, as a part of such judgment or settlement, such sum as will in the opinion of the court or the Attorney General reimburse such plaintiff for his reasonable costs, disbursements, and expenses, including reasonable attorney, appraisal, and engineering fees, actually incurred because of such proceeding.

(Pub. L. 91–646, title III, § 304, Jan. 2, 1971, 84 Stat. 1906.)

.....

§ 4655. Requirements for uniform land acquisition policies; payments of expenses incidental to transfer of real property to State; payment of litigation expenses in certain cases

(a) Notwithstanding any other law, the head of a Federal agency shall not approve any program or project or any grant to, or contract or agreement with, an acquiring agency under which Federal financial assistance will be available to pay all or part of the cost of any program or project which will result in the acquisition of real property on and after January 2, 1971, unless he receives satisfactory assurances from such acquiring agency that—

(1) in acquiring real property it will be guided, to the greatest extent practicable under State law, by the land acquisition policies in section 4651 of this title and the provisions of section 4652 of this title, and

(2) property owners will be paid or reimbursed for necessary expenses as specified in sections 4653 and 4654 of this title.

(b) For purposes of this section, the term "acquiring agency" means—

(1) a State agency (as defined in section 4601 (3) of this title) which has the authority to acquire property by eminent domain under State law, and

(2) a State agency or person which does not have such authority, to the extent provided by the head of the lead agency by regulation.

(Pub. L. 91–646, title III, § 305, Jan. 2, 1971, 84 Stat. 1906; Pub. L. 100–17, title IV, § 417, Apr. 2, 1987, 101 Stat. 256.)

Amendments

1987—Pub. L. 100–17 designated existing provisions as subsec. (a), substituted "an acquiring agency" for "a State agency" and "such acquiring agency" for "such State agency", and added subsec. (b).

Effective Date of 1987 Amendment

Amendment by Pub. L. 100–17 effective on effective date provided in regulations promulgated under section 4633 of this title (as amended by section 412 of Pub. L. 100–17), but not later than 2 years after Apr. 2, 1987, see section 418 of Pub. L. 100–17, set out as a note under section 4601 of this title.

APPENDIX F:
EJScreen Data and Mapping

Purpose of Appendix F

Data and maps included in this appendix, which are referenced in the text of **FEIS, Chapter 5** and **FEIS, Appendix F**, provide information on existing environmental conditions and were reviewed as additional resources to assist with the identification and consideration of EJ populations within the EJ Analysis Area.

The following is included in **Appendix F**:

- Definitions for the EPA EJSCREEN Environmental Indicators and Demographic Indexes, and the MD EJSCREEN Pollution Burden Indicators and Population Characteristics (**Pages 2-4**)
- Data tables showing EPA EJSCREEN EJ Indexes and MD EJSCREEN EJ Scores for each block group within the EJ Analysis Area (or tract, for MD EJSCREEN). Note that the values are the percentiles in which each block group or tract falls (as compared to the State of Maryland) for each Environmental Indicator or Pollution Burden Indicator. (**Pages 5-8**)
- Summary tables with results from the review of EPA EJSCREEN and MD EJSCREEN data (**Pages 9-14**)
- Heat maps showing EPA EJSCREEN EJ Indexes for all 12 Environmental Indicators (**Pages 15-26**).

EPA EJSCREEN Definitions

The following definitions, accessed from https://www.epa.gov/ejscreen/overview-environmental-indicators-ejscreen and https://www.epa.gov/ejscreen/overview-demographic-indicators-ejscreen, describe the Environmental Indicators and Demographic Indicators that are used by the EPA to calculate EJ Indexes at the block group level. Also included is a definition of the Demographic Index, which is used along with the Environmental Indicators to generate EJ Indexes.

Environmental Indicator	**Hazardous Waste Proximity Index**	Count of hazardous waste facilities (Treatment, Storage, and Disposal Facility and Large Quantity Generators) within 5 km (or nearest beyond 5 km), each divided by distance in kilometers
	Lead Paint Indicator	Percent of housing units built pre-1960, as indicator of potential lead paint exposure
	Air Toxics Cancer Risk	Lifetime cancer risk from inhalation of air toxics
	Diesel Particulate Matter	Diesel particulate matter level in air, µg/m^3
	Air Toxics Assessment Respiratory Hazard Index	Ratio of exposure concentration to health-based reference concentration
	Ozone	Ozone summer seasonal avg. of daily maximum 8-hour concentration in air in parts per billion
	Particulate Matter (PM 2.5)	$PM_{2.5}$ levels in air, µg/m^3 annual avg.
	Proximity to Risk Management Plan (RMP) Sites	Count of RMP (potential chemical accident management plan) facilities within 5 km (or nearest one beyond 5 km), each divided by distance in kilometers
	Superfund Proximity	Count of proposed or listed NPL – also known as superfund – sites within 5 km (or nearest one beyond 5 km), each divided by distance in kilometers
	Traffic Proximity and Volume	Count of vehicles (AADT, avg. annual daily traffic) at major roads within 500 meters, divided by distance in meters (not kilometers)
	Underground Storage Tanks (UST) and Leaking UST (LUST)	Count of LUSTs (multiplied by a factor of 7.7) and the number of USTs within a 1,500-foot buffered block group
	Wastewater Discharge Indicator	Risk-Screening Environmental Indicators (RSEI) modeled toxic concentrations at stream segments within 500 meters, divided by distance in kilometers (km)
Demographic Indicator	**Demographic Index**	Based on the average of two demographic indicators: percent low-income and percent people of color
	Low-Income	The percent of a block group's population in households where the household income is less than or equal to twice the federal "poverty level"
	People of Color	The percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word “alone” in this case indicates that the person is of a single race, not multiracial
	Less than High School Education	Percent of people age 25 or older in a block group whose education is short of a high school diploma
	Linguistic Isolation	Percent of people in a block group living in linguistically isolated households. A household which all members age 14 years and over speak a non-English language and also speak English less than “very well” (have difficulty with English) is linguistically isolated
	Individuals Under Age 5	Percent of people in a block group under the age of 5
	Individuals Over Age 64	Percent of people in a block group over the age of 64

	Unemployment Rate	The percent of a block group's population that did not have a job at all during the reporting period, made at least one specific active effort to find a job during the prior 4 weeks, and were available for work (unless temporarily ill)

MD EJSCREEN Definitions

The following definitions, accessed from https://p1.cgis.umd.edu/mdejscreen/help.html, describe the breakdown of Pollution Burden Indicators (Exposure Indicators, Environmental Effects Indicators) and Population Characteristics (Sensitive Populations, Socioeconomic Factors) that are used to calculate the MD EJSCREEN Overall EJScore for tracts.

Pollution Burden Indicator	**Exposure Indicator**	
	National-Scale Air Toxics Assessment (NATA) Cancer Risks	Lifetime risk of developing cancer from inhalation of toxins. Reported as risk per lifetime per million people
	National-Scale Air Toxics Assessment (NATA) Respiratory Hazard Index	Air toxics respiratory hazard index. This is the sum of hazard indices for those air toxics with reference concentrations based on respiratory endpoints, where each hazard index is the ratio of exposure concentration in the air to the health-based reference
	National-Scale Air Toxics Assessment (NATA) Diesel Particulate Matter	Levels of diesel particulate matter in the air. Reported as micrograms per cubic meter ($\mu g/m^3$)
	Particulate Matter 2.5 (PM2.5)	Levels of particulate matter with a diameter of 2.5 micrometers or smaller in air. Reported as micrograms per cubic meter ($\mu g/m^3$)
	Ozone	Summer seasonal average of the maximum daily 8-hour concentration of ozone in air in parts per billion
	Traffic Proximity and Volume	Count of vehicles (average annual daily traffic) at major roads within 500 meters or close to 500 meters, divided by distance in meters
	Environmental Effects Indicator	
	Lead Paint Indicator	Percent of houses built before 1960, which likely contain lead paint
	Proximity to Risk Management Plan Sites	Count of RMP (potential chemical accident management plan) facilities within 5 kilometers or close to 5 kilometers, divided by distance in kilometers
	Proximity to Treatment and Disposal Facilities	Count of TSDF (hazardous waste management facilities) within 5 kilometers or closest to 5 kilometers, divided by distance in kilometers
	Proximity to National Proximity List Sites	Count of NPL/Superfund sites (polluted sites that pose a risk to human health and/or the environment) within 5 kilometers or close to 5 kilometers, divided by distance in kilometers
	Proximity to Major Direct Water Discharges	Toxic concentrations in stream segments within 500 meters, divided by distance in kilometers. Standards modeled after Risk-Screening Environmental Indicators (RSEI)
	Watershed Failure	Percent of each census tract's watershed that exceeds levels of phosphorus and/or Nitrogen

Population Characteristics	**Sensitive Populations**	
	Asthma Emergency Room Discharges	Count of patients released from the hospital after being admitted for asthma or asthma-related distress
	Myocardial Infraction Discharges	Patients released from the hospital after being admitted for a heart attack or heart attack symptoms
	Low Birth Weight Infants	Babies born weighing less than 5.5 pounds
	Socioeconomic Factors	
	Percent Low Income	Percentage of individuals whose household income in the past 12 months is less than two times below the federal poverty level
	Percent Non-White	Percentage of individuals who define themselves as any race/ethnicity besides non-Hispanic white
	Less Than High School Education	Percentage of individuals 25 and older who lack a high school diploma
	Linguistic Isolation	Percentage of households in which no one 14 years old and older speaks English “very well,” or households which speak only English
	Individuals Under 5 Years Old	Percentage of people under the age of 5
	Individuals Over 64 Years Old	Percentage of people over the age of 64
	Unemployment	Percentage of the population over the age of 16 that is unemployed and eligible for the labor force. Excludes retirees, students, homemakers, institutionalized persons except prisoners, those not looking for work, and military personnel on active duty

EPA EJSCREEN Raw Data*

Block Group within EJ Analysis Area	Analysis Area Community	Managed Lanes Study EJ Population?	EJ Index for Particulate Matter 2.5 (%ile in State)	EJ Index for Ozone (%ile in State)	EJ Index for 2017 Diesel Particulate Matter (%ile in State)	EJ Index for 2017 Air Toxics Cancer Risk (%ile in State)	EJ Index for 2017 Air Toxics Respiratory Hazard Index (%ile in State)	EJ Index for Traffic Proximity (%ile in State)	EJ Index for Lead Paint (%ile in State)	EJ Index for Superfund Proximity (%ile in State)	EJ Index for RMP Facility Proximity (%ile in State)	EJ Index for Hazardous Waste Proximity (%ile in State)	EJ Index for Underground Storage Tanks (%ile in State)	EJ Index for Wastewater Discharge (%ile in State)
4701.00 - 1	**McLean**	no	42	44	24	44	43	3	44	42	42	10	70	12
4701.00 - 2	**McLean**	no	16	18	3	20	16	9	21	22	14	3	25	5
4801.00 - 4	**McLean**	no	53	54	49	54	53	19	37	52	54	24	70	12
7007.17 - 1	**Gaithersburg**	yes	92	91	94	90	91	79	57	74	74	96	83	73
7007.17 - 3	**Gaithersburg**	yes	92	92	95	91	92	99	73	75	75	96	63	67
7007.17 - 4	**Gaithersburg**	yes	66	66	71	65	67	93	76	61	59	81	81	58
7007.18 - 1	**Rockville**	no	21	23	4	22	17	5	57	33	35	2	0	41
7007.18 - 2	**Rockville**	no	42	43	29	42	41	27	57	46	47	7	6	43
7008.16 - 1	**Gaithersburg**	yes	91	90	94	89	91	99	65	74	74	96	63	62
7008.16 - 2	**Gaithersburg**	yes	63	62	66	62	62	70	65	59	58	79	70	59
7008.17 - 1	**Gaithersburg**	yes	54	54	55	54	54	68	57	54	53	59	67	51
7008.17 - 2	**Gaithersburg**	no	47	48	41	48	47	21	46	49	49	14	18	41
7008.17 - 3	**Gaithersburg**	yes	55	54	55	54	55	59	57	54	54	62	67	54
7008.29 - 1	**Gaithersburg**	yes	50	50	48	50	50	24	48	51	50	24	24	39
7010.01 - 2	**Rockville**	no	33	35	17	33	31	4	40	41	41	8	14	39
7010.01 - 3	**Rockville**	no	38	39	23	38	37	10	57	44	45	12	16	45
7010.02 - 1	**Rockville**	no	36	38	23	37	35	0	46	43	42	14	20	40
7010.02 - 2	**Rockville**	no	16	19	3	17	13	3	41	30	28	6	20	37
7010.02 - 3	**Rockville**	no	33	34	18	33	30	20	28	40	37	15	63	38
7010.04 - 2	**Rockville**	no	22	24	8	23	18	0	32	33	35	2	13	27
7010.04 - 4	**Rockville**	no	43	44	36	44	43	11	36	47	47	15	63	33
7010.05 - 1	**Rockville**	no	25	27	9	26	22	0	13	36	36	5	18	30
7010.05 - 2	**Rockville**	no	45	46	38	45	44	16	28	48	48	16	14	36
7010.06 - 1	**Rockville**	no	37	38	30	38	36	10	37	42	42	8	21	23
7010.06 - 2	**Rockville**	no	14	17	6	16	11	0	57	28	28	4	16	25
7010.07 - 1	**Rockville**	yes	47	47	40	47	46	23	57	48	49	13	29	27
7010.07 - 2	**Rockville**	no	48	48	42	48	47	12	47	49	50	15	23	30
7012.05 - 1	**North Bethesda**	no	9	11	1	10	7	0	17	24	28	2	22	44
7012.05 - 2	**North Bethesda**	no	3	4	0	3	2	0	18	17	23	0	9	42
7012.05 - 3	**North Bethesda**	no	49	49	46	49	49	7	57	50	51	32	21	N/A
7012.05 - 4	**North Bethesda**	no	39	40	27	39	38	1	42	44	45	15	21	45
7012.06 - 1	**Potomac**	no	22	24	10	23	18	4	57	34	32	6	13	44
7012.06 - 2	**Potomac**	no	14	17	5	16	11	12	28	28	26	10	63	38
7012.10 - 1	**Rockville**	no	34	36	28	34	32	26	57	41	38	14	63	34
7012.11 - 3	**Rockville**	no	42	43	36	42	41	40	42	46	47	7	21	33
7012.13 - 1	**North Bethesda**	no	40	41	28	40	39	13	57	44	47	11	25	43
7012.13 - 2	**North Bethesda**	no	46	46	38	46	45	14	57	48	49	19	63	43

Block Group within EJ Analysis Area	Analysis Area Community	Managed Lanes Study EJ Population?	EJ Index for Particulate Matter 2.5 (%ile in State)	EJ Index for Ozone (%ile in State)	EJ Index for 2017 Diesel Particulate Matter (%ile in State)	EJ Index for 2017 Air Toxics Cancer Risk (%ile in State)	EJ Index for 2017 Air Toxics Respiratory Hazard Index (%ile in State)	EJ Index for Traffic Proximity (%ile in State)	EJ Index for Lead Paint (%ile in State)	EJ Index for Superfund Proximity (%ile in State)	EJ Index for RMP Facility Proximity (%ile in State)	EJ Index for Hazardous Waste Proximity (%ile in State)	EJ Index for Underground Storage Tanks (%ile in State)	EJ Index for Wastewater Discharge (%ile in State)
7012.13 - 3	**North Bethesda**	no	35	36	20	35	33	6	46	40	44	8	20	40
7012.15 - 1	**North Bethesda**	no	42	43	31	39	41	4	40	45	47	15	26	39
7012.15 - 2	**North Bethesda**	yes	49	49	45	47	48	6	45	50	51	26	30	38
7012.15 - 3	**North Bethesda**	yes	46	46	38	43	45	5	57	48	49	20	34	43
7012.15 - 4	**North Bethesda**	yes	48	48	42	46	47	8	42	49	50	24	29	42
7044.01 - 1	**North Bethesda**	no	25	27	7	17	22	1	6	33	36	7	18	36
7044.01 - 2	**North Bethesda**	no	33	34	16	26	31	3	15	39	42	10	13	41
7044.03 - 1	**Bethesda**	no	26	28	8	18	23	0	32	33	36	7	20	37
7044.04 - 4	**Bethesda**	no	24	27	7	17	15	1	16	32	35	7	23	39
7045.01 - 1	**North Bethesda**	no	42	43	33	39	42	12	15	46	47	20	12	43
7045.01 - 2	**North Bethesda**	yes	44	44	35	40	43	4	41	47	47	27	26	46
7045.01 - 3	**North Bethesda**	no	43	44	34	40	42	7	15	46	47	23	27	43
7045.01 - 4	**North Bethesda**	yes	48	49	44	47	48	11	26	49	50	31	63	45
7045.02 - 1	**Bethesda**	no	33	34	19	26	30	1	18	39	40	18	63	43
7045.02 - 2	**Bethesda**	no	17	20	4	9	14	3	4	27	29	8	63	36
7045.03 - 1	**Bethesda**	no	15	18	3	8	12	1	1	25	29	6	63	39
7058.00 - 2	**Cabin John**	no	13	16	3	14	10	1	8	24	22	4	63	11
7058.00 - 3	**Cabin John**	no	23	26	9	24	20	6	4	25	6	9	16	7
7059.01 - 3	**Bethesda**	no	21	23	10	22	17	8	19	30	29	14	63	36
7059.02 - 3	**Bethesda**	no	33	35	22	33	31	1	33	38	34	19	63	34
7060.08 - 1	**Potomac**	no	28	30	26	29	25	40	27	33	20	45	29	10
7060.08 - 2	**Potomac**	no	38	39	37	38	36	27	36	43	42	26	32	24
7060.09 - 2	**Potomac**	no	21	24	12	22	18	9	41	32	31	20	28	23
7060.09 - 3	**Potomac**	no	25	28	16	26	23	2	37	34	33	17	63	30
7060.12 - 1	**Potomac**	no	52	52	51	52	52	50	47	52	52	44	29	N/A
7060.12 - 2	**Potomac**	yes	57	57	58	57	57	68	59	55	55	57	71	N/A
7060.12 - 3	**Potomac**	yes	57	57	58	57	57	58	58	55	55	58	74	N/A
7060.13 - 1	**Potomac**	no	24	27	12	25	21	9	30	34	34	20	63	38
7060.13 - 2	**Potomac**	no	35	36	25	36	33	1	27	41	42	24	17	41

*****EPA EJSCREEN Indexes are reported in percentiles, comparing the indicators in the Analysis Area block groups to those of all block groups within the State of Maryland. For example, if a block group has an EJ index score of 86 for the hazardous waste proximity indicator, it means that only 14 percent of block groups in Maryland have higher values. The higher the EJ Index, the greater the potential for EJ concern. See https://www.epa.gov/EJSCREEN/overview-environmental-indicators-EJSCREEN for definitions and detailed information about the program methodology.*

Raw MD EJSCREEN Data*

Tract within EJ Analysis Area	Analysis Area Community	Managed Lanes Study EJ Population?	EJScore (%ile in State)	Exposure (%ile in State)	Environmental Effect (%ile in State)	Sensitive Populations (%ile in State)	Socioeconomic Factors (%ile in State)
4701.00	**McLean**	no	n/a	n/a	n/a	n/a	n/a
4801.00	**McLean**	no	n/a	n/a	n/a	n/a	n/a
7007.17	**Gaithersburg**	yes	0.72	0.96	0.52	0.60	0.78
7007.18	**Rockville**	no	0.45	0.89	0.09	0.47	0.35
7008.16	**Gaithersburg**	yes	0.52	0.84	0.33	0.18	0.72
7008.17	**Gaithersburg**	yes	0.58	0.92	0.36	0.54	0.49
7008.29	**Gaithersburg**	yes	0.46	0.56	0.19	0.64	0.45
7010.01	**Rockville**	no	0.37	0.86	0.40	0.05	0.17
7010.02	**Rockville**	no	0.35	0.88	0.37	0.09	0.06
7010.04	**Rockville**	no	0.36	0.72	0.33	0.10	0.29
7010.05	**Rockville**	no	0.53	0.95	0.60	0.29	0.28
7010.06	**Rockville**	no	0.39	0.88	0.34	0.11	0.23
7010.07	**Rockville**	yes	0.45	0.92	0.18	0.52	0.19
7012.05	**North Bethesda**	no	0.42	0.98	0.59	0.02	0.08
7012.06	**Potomac**	no	0.25	0.68	0.14	0.06	0.12
7012.10	**Rockville**	no	0.33	0.48	0.03	0.73	0.06
7012.11	**Rockville**	no	0.33	0.57	0.06	0.33	0.37
7012.13	**North Bethesda**	no	0.40	0.85	0.43	0.17	0.14
7012.15	**North Bethesda**	yes	0.48	0.99	0.70	0.06	0.17
7044.01	**North Bethesda**	no	0.52	0.99	0.81	0.08	0.20
7044.03	**Bethesda**	no	0.72	1.00	0.90	0.79	0.21
7044.04	**Bethesda**	no	0.57	0.98	0.95	0.28	0.09
7045.01	**North Bethesda**	yes	0.58	0.96	0.80	0.38	0.16
7045.02	**Bethesda**	no	0.41	0.93	0.71	0.00	0.01
7045.03	**Bethesda**	no	0.59	0.84	0.87	0.62	0.02
7058.00	**Cabin John**	no	0.45	0.62	0.63	0.55	0.00

Tract within EJ Analysis Area	**Analysis Area Community**	**Managed Lanes Study EJ Population?**	**EJScore** (%ile in State)	**Exposure** (%ile in State)	**Environmental Effect** (%ile in State)	**Sensitive Populations** (%ile in State)	**Socioeconomic Factors** (%ile in State)
7059.01	**Bethesda**	no	0.49	0.65	0.62	0.67	0.02
7059.02	**Bethesda**	no	0.42	0.79	0.67	0.16	0.05
7060.08	**Potomac**	no	0.12	0.31	0.13	0.01	0.02
7060.09	**Potomac**	no	0.26	0.51	0.30	0.23	0.01
7060.12	**Potomac**	yes	0.50	0.67	0.17	0.46	0.71
7060.13	**Potomac**	no	0.40	0.79	0.58	0.11	0.13

***MD EJSCREEN data is reported in percentiles as a decimal from 0-1, comparing the indicators in each Analysis Area tract to those of all tracts within the State of Maryland. For example, a tract with a score of 0.9 is in the 90th percentile, meaning only 10 percent of tracts in Maryland have higher values. The higher the value, the greater the potential for EJ concern. See https://p1.cgis.umd.edu/mdejscreen/help.html for definitions and detailed information about the program methodology.*

EPA EJSCREEN Results*

Summary	Percentile Range for the Study's EJ Populations	Study's Non-EJ Populations at/above 50th Percentile and Corresponding Analysis Area Community
Hazardous Waste Proximity		
Nine of the Study's 16 EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Hazardous Waste Proximity. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Hazardous Waste Proximity in the EJ Analysis Area.	13th – 96th	none
Lead Paint		
Eleven of the Study's 16 EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Lead Paint. The Gaithersburg and Potomac Analysis Area Communities contain the populations with the top 5 EJ Index percentiles for Lead Paint in the EJ Analysis Area.	26th – 76th	Rockville • 7007.18 – 1 • 7007.18 – 2 • 7010.01 – 3 • 7010.06 – 2 • 7012.10 – 1 North Bethesda • 7012.05 – 3 • 7012.13 – 1 • 7012.13 – 2 Potomac • 7012.06 – 1
Air Toxics Cancer Risk		
Ten of the Study's 16 EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Air Toxics Cancer Risk. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Air Toxics Cancer Risk in the EJ Analysis Area.	47th – 65th	McLean • 4801.00 - 4 Potomac • 7060.12 - 1

Summary	Percentile Range for the Study's EJ Populations	Study's Non-EJ Populations at/above 50th Percentile and Corresponding Analysis Area Community
Diesel Particulate Matter		
Nine of the Study's 16 EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Diesel Particulate Matter. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Diesel Particulate Matter in the EJ Analysis Area.	35th to 95th	McLean • 4801.00 - 4 Potomac • 7060.12 - 1
Air Toxics Respiratory Hazard Index		
Ten of the Study's 16 EJ populations have EJ Indexes that are at or above the 50th percentile in the state for the Air Toxics Respiratory Hazard Index. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Air Toxics Respiratory Hazard Index in the EJ Analysis Area.	43rd to 92nd	McLean • 4801.00 - 4 Potomac • 7060.12 - 1
Ozone		
Ten of the Study's 16 populations have EJ Indexes that are at or above the 50th percentile in the state for Ozone. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Ozone in the EJ Analysis Area.	44th to 92nd	McLean • 4801.00 - 4 Potomac • 7060.12 - 1
Particulate Matter (PM 2.5)		
Ten of the Study's 16 EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Particulate Matter. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Particulate Matter in the EJ Analysis Area.	44th to 92nd	McLean • 4801.00 - 4 Potomac • 7060.12 - 1
Proximity to Risk Management Plan (RMP) Sites		
Thirteen of the Study's EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Proximity to Risk Management Sites.	47th to 75th	McLean • 4801.00 - 4

Summary	Percentile Range for the Study's EJ Populations	Study's Non-EJ Populations at/above 50th Percentile and Corresponding Analysis Area Community
The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Proximity to RMP Sites in the EJ Analysis Area.		Potomac • 7060.12 – 1 North Bethesda • 7012.05 – 3 Rockville • 7010.07 - 2
Superfund Proximity		
Eleven of the Study's EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Superfund Proximity. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Superfund Proximity in the EJ Analysis Area.	47th to 75th	McLean • 4801.00 - 4 Potomac • 7060.12 – 1 North Bethesda • 7012.05 – 3
Traffic Proximity		
Nine of the Study's EJ populations have EJ Indexes that are at or above 50th percentile in the state for Traffic Proximity. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Traffic Proximity in the EJ Analysis Area.	4th to 99th	Potomac • 7060.12 – 1
Wastewater Discharge		
Seven of the Study's EJ populations have EJ Indexes that are at or above the 50th percentile in the state for Wastewater Discharge. The Gaithersburg Analysis Area Community contains the populations with the top 5 EJ Index percentiles for Wastewater Discharge in the EJ Analysis Area.	27th to 73rd	none

***** See https://www.epa.gov/EJSCREEN/overview-environmental-indicators-EJSCREEN for definitions and detailed information about the program methodology.
Note: *PM* is particulate matter.

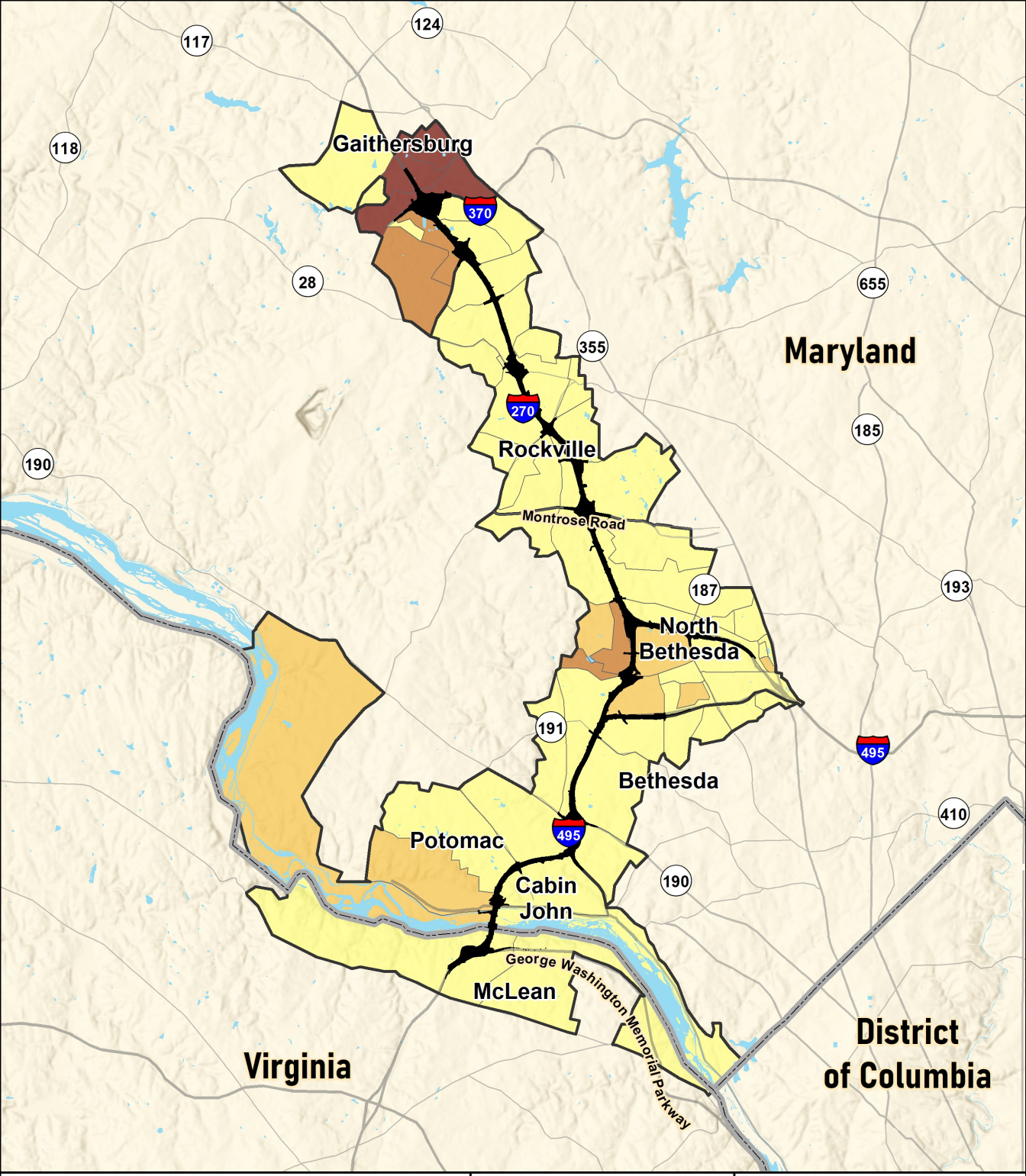
MD EJ SCREEN Results*

Summary	Percentile Range for the Tracts Containing EJ Populations	Study's Tracts without EJ Populations at/above 50th Percentile and Corresponding Analysis Area Community
Overall EJScore		
Five of the Study's 8 EJ tracts are at or above the 50th percentile in the state for overall EJ Scores. The Gaithersburg, North Bethesda, and Bethesda Analysis Area Communities contain the tracts with the top 5 Overall EJScore percentiles in the EJ Analysis Area.	58th to 72nd	Rockville • 7010.05 North Bethesda • 7044.01 Bethesda • 7044.03 • 7045.03 • 7044.04
Exposure		
All 8 of the Study's EJ tracts are at or above the 50th percentile in the state for Exposure. The North Bethesda and Bethesda Analysis Area Communities contain the tracts with the top 5 Exposure percentiles in the EJ Analysis Area.	56th – 99th	Rockville • 7007.18 • 7010.01 • 7010.02 • 7010.04 • 7010.05 • 7010.06 • 7012.11 North Bethesda • 7012.05 • 7012.13 • 7044.01 Bethesda • 7044.03 • 7044.04

Summary	Percentile Range for the Tracts Containing EJ Populations	Study's Tracts without EJ Populations at/above 50th Percentile and Corresponding Analysis Area Community
		• 7045.02 • 7045.03 • 7059.01 • 7059.02 Cabin John • 7058.00 Potomac • 7012.06 • 7060.09 • 7060.13
Environmental Effects		
Three of the Study's 8 EJ tracts are at or above the 50th percentile in the state for Environmental Effects. The North Bethesda and Bethesda Analysis Area Communities contain the tracts with the top 5 Environmental Effects percentiles in the EJ Analysis Area.	17th – 80th	Rockville • 7010.05 North Bethesda • 7044.01 • 7012.05 Bethesda • 7044.04 • 7044.03 • 7045.03 • 7045.02 • 7059.02 • 7059.01 Cabin John • 7058.00
Sensitive Populations		

Summary	Percentile Range for the Tracts Containing EJ Populations	Study's Tracts without EJ Populations at/above 50th Percentile and Corresponding Analysis Area Community
Four of the Study's 8 EJ tracts are at or above the 50th percentile in the state for Sensitive Populations. The Gaithersburg, Rockville, and Bethesda Analysis Area Communities contain the tracts with the top 5 Sensitive Populations percentiles in the EJ Analysis Area.	6th – 64th	Rockville • 7012.10 Bethesda • 7044.03 • 7059.01 • 7045.03 Cabin John • 7058.00
Socioeconomic Factors		
Three of the Study's 8 EJ tracts are at or above the 50th percentile in the state for Socioeconomic Factors. The Gaithersburg and Potomac Analysis Area Communities contain the tracts with the top 5 Socioeconomic Factors percentiles in the EJ Analysis Area.	16th – 78th	none

***** See https://p1.cgis.umd.edu/mdejscreen/help.html for definitions and detailed information about the program methodology.



Legend

- Limit of Disturbance
- State Boundary
- Analysis Area Community
- Census Block Groups

Hazardous Waste Proximity Index (Percentile as compared to State)

- 0 - 24th
- 25th - 49th
- 50th - 74th
- 75th - 100th

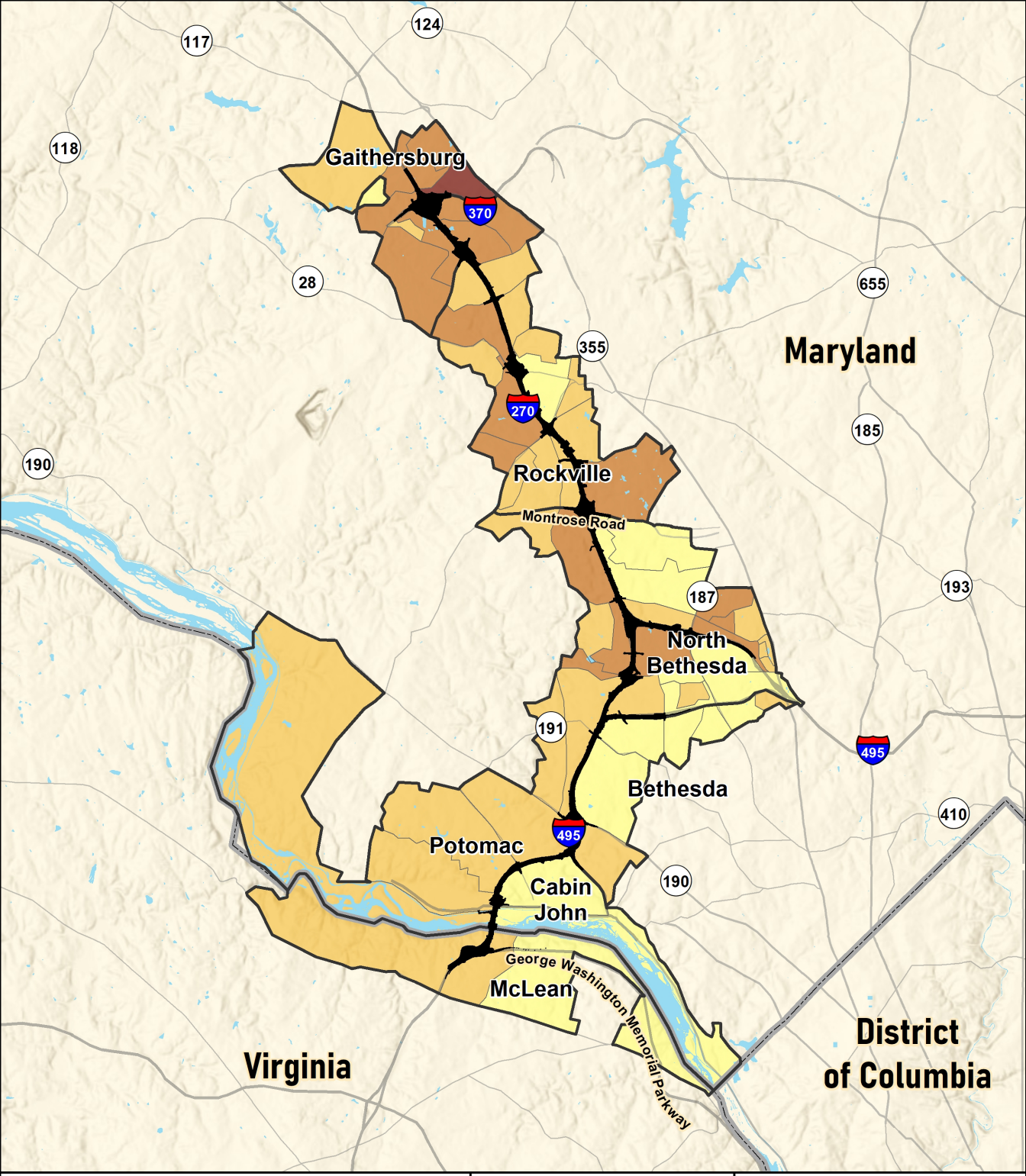
EPA EJ SCREEN: Hazardous Waste Proximity Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Lead Paint Indicator Index (Percentile as compared to State)

0 - 24th
25th - 49th
50th - 74th
75th - 100th

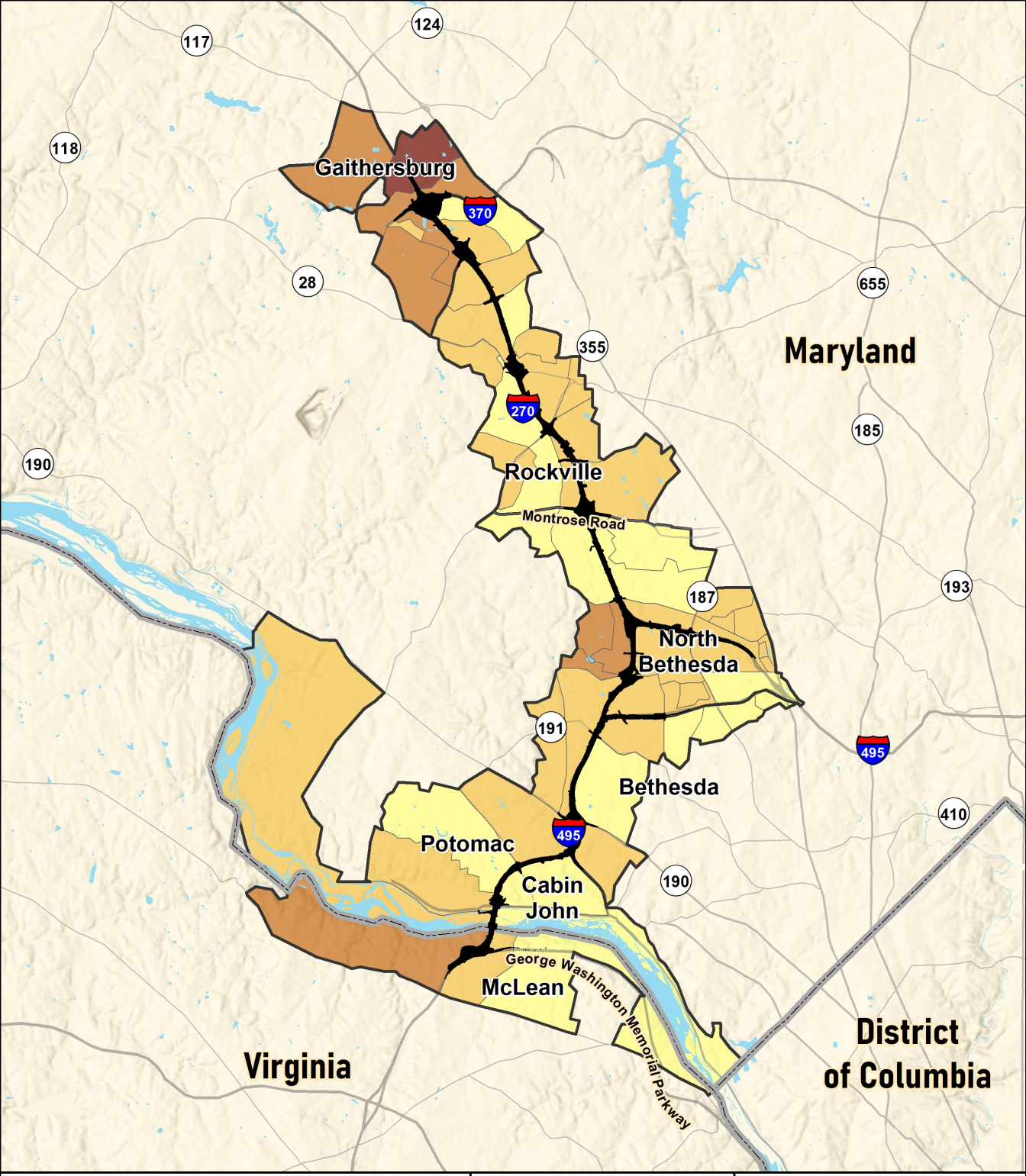
EPA EJ SCREEN: Lead Paint Indicator Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

NATA Air Toxics Cancer Risk Index (Percentile as compared to State)

0 - 24th
25th - 49th
50th - 74th
75th - 100th

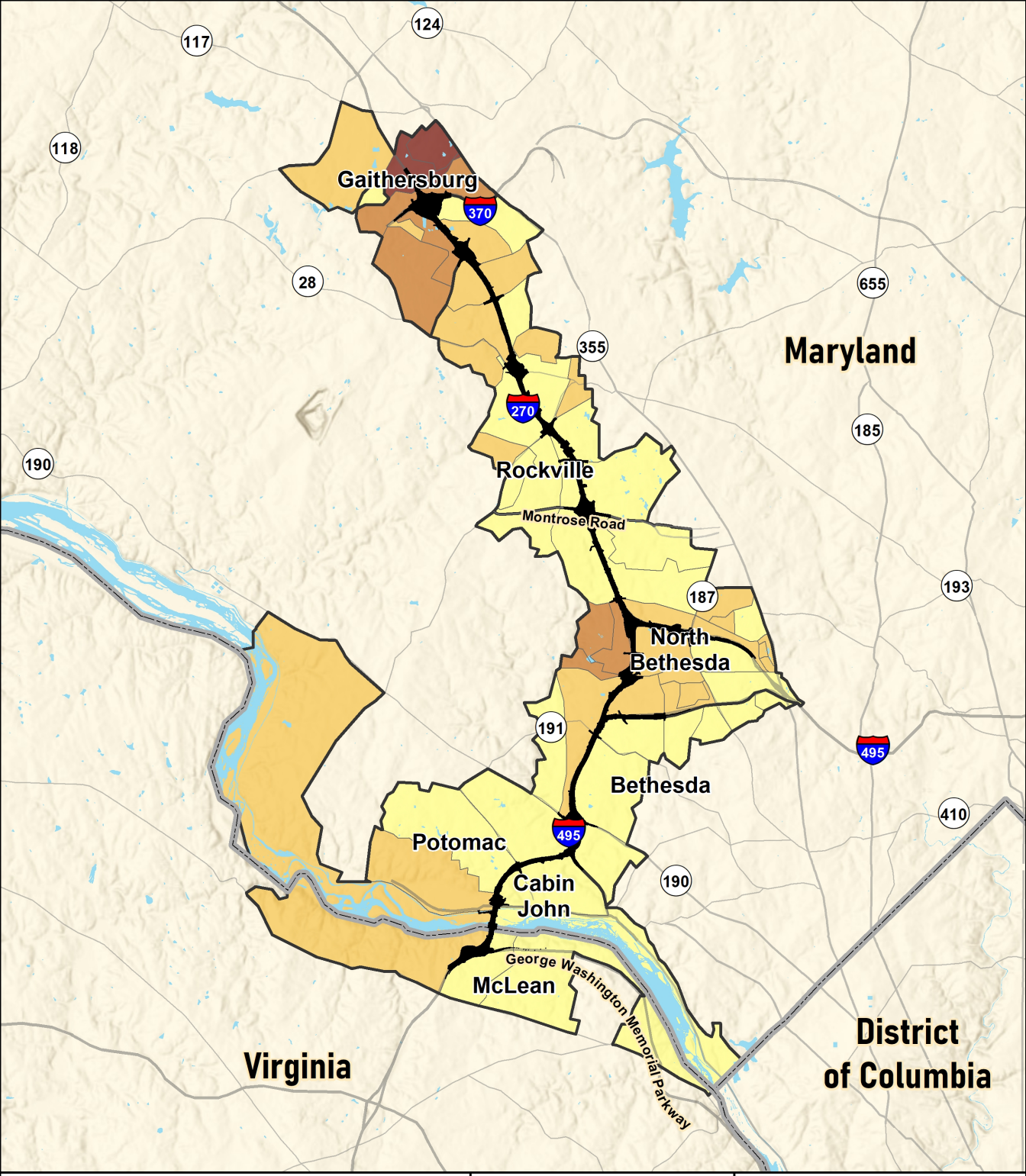
EPA EJ SCREEN: NATA Air Toxics Cancer Risk Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

NATA Diesel Particulate Matter Index (Percentile as compared to State)

0 - 24th
25th - 49th
50th - 74th
75th - 100th

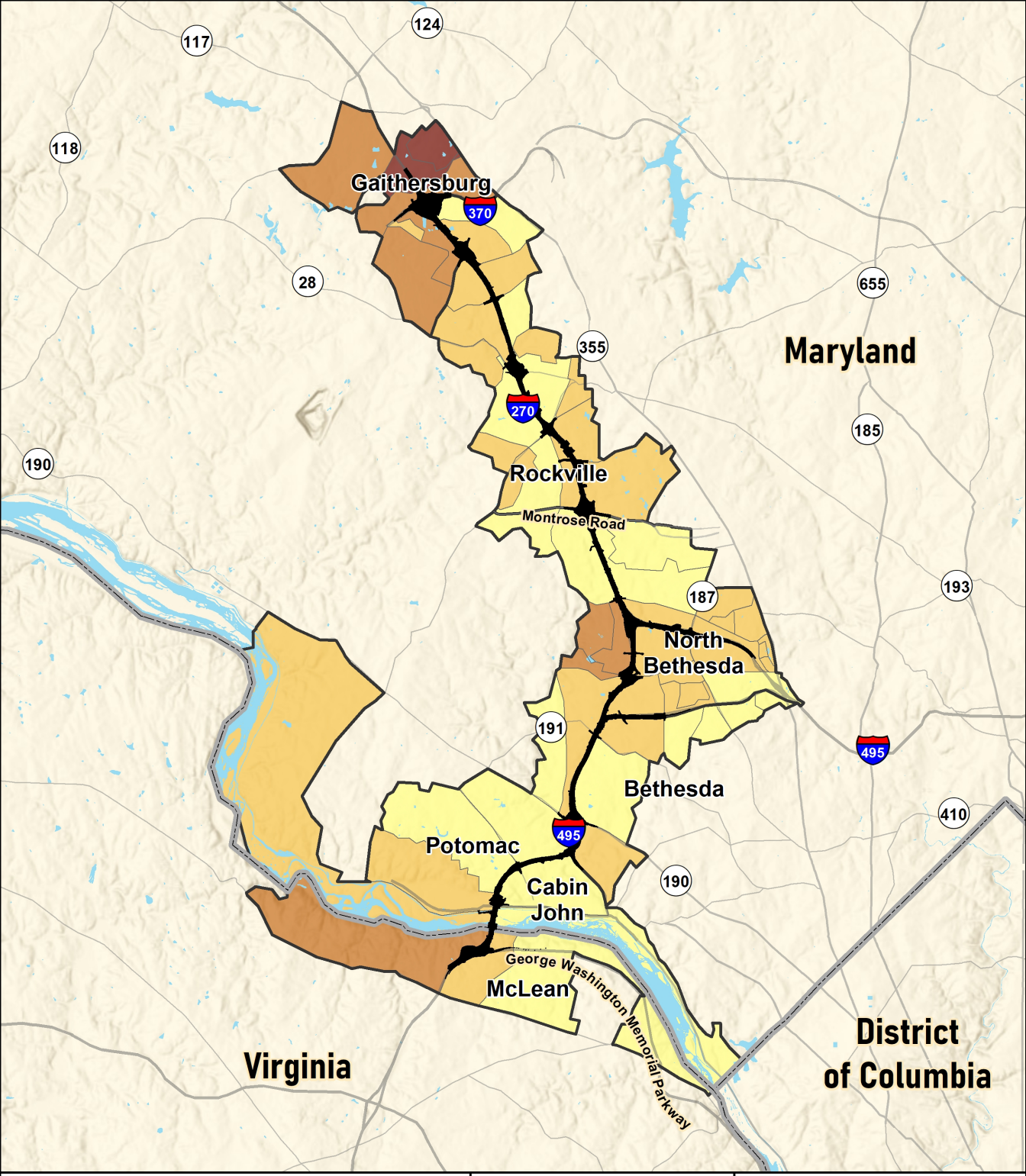
EPA EJ SCREEN: NATA Diesel Particulate Matter Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

NATA Respiratory Hazard Index (Percentile as compared to State)

- 0 - 24th
- 25th - 49th
- 50th - 74th
- 75th - 100th

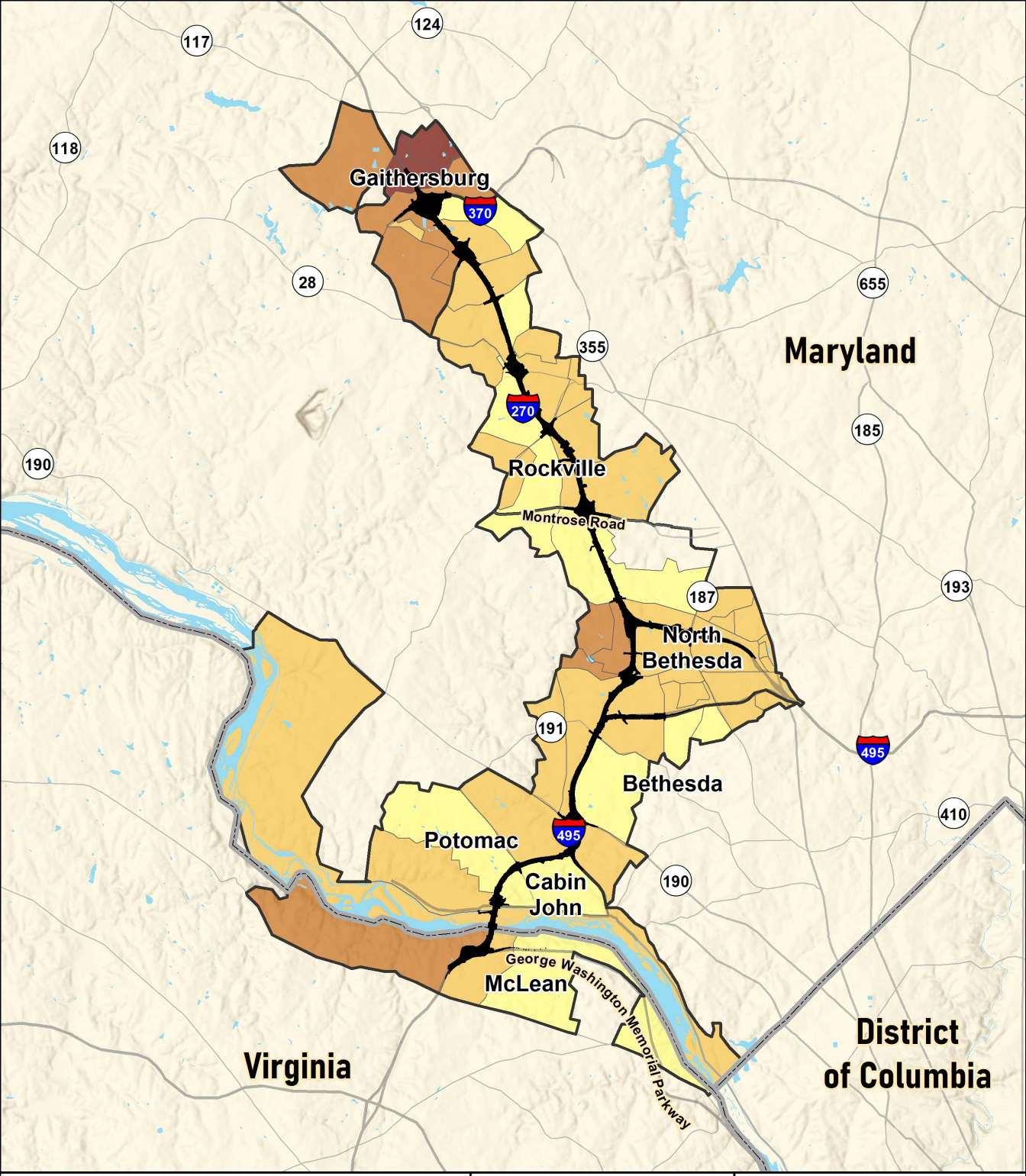
EPA EJ SCREEN: NATA Respiratory Hazard Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Ozone Index (Percentile as compared to State)

0 - 24th
25th - 49th
50th - 74th
75th - 100th

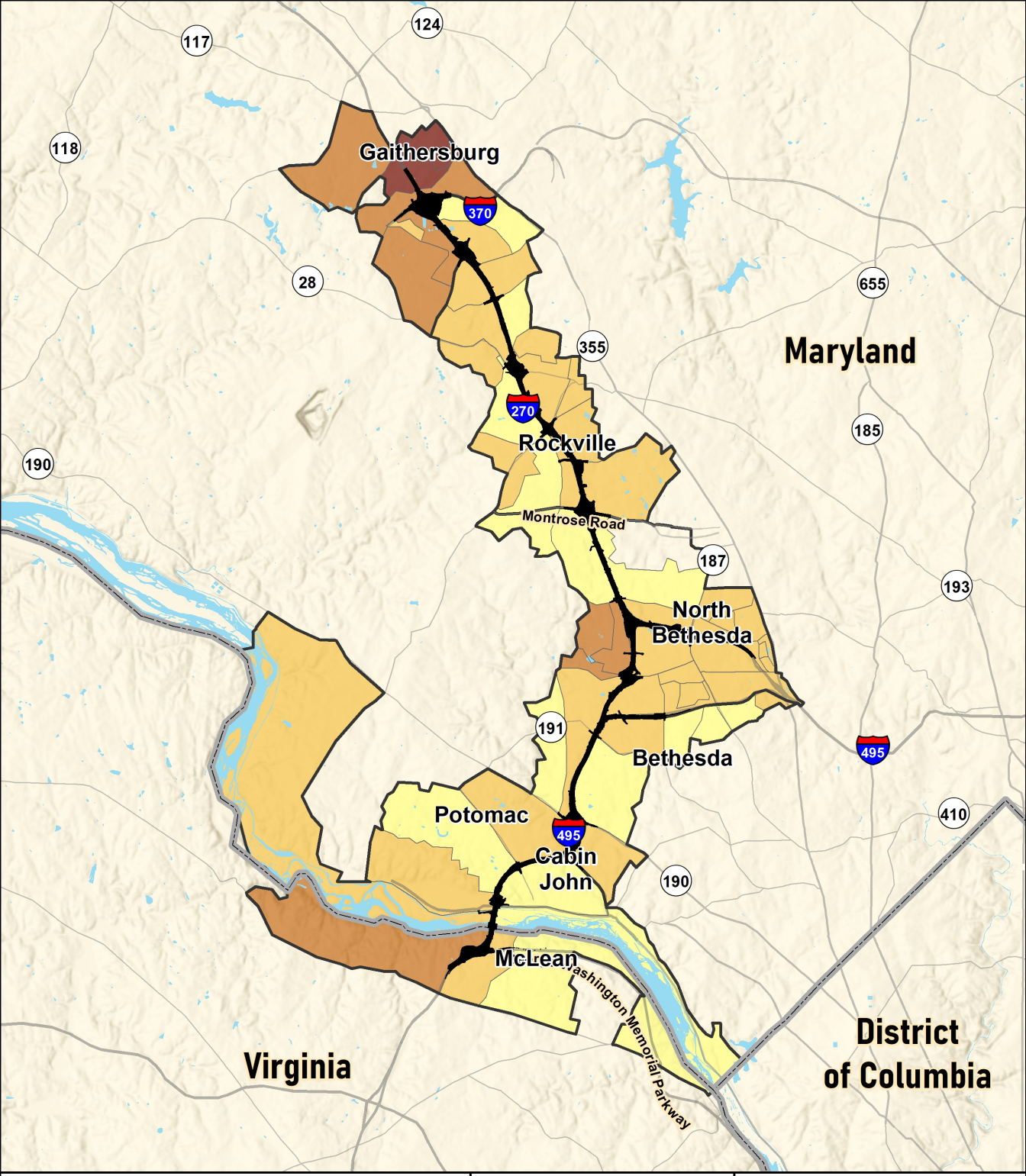
EPA EJ SCREEN: Ozone Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Particulate Matter (PM 2.5) Index (Percentile as compared to State)

0 - 24th
25th - 49th
50th - 74th
75th - 100th

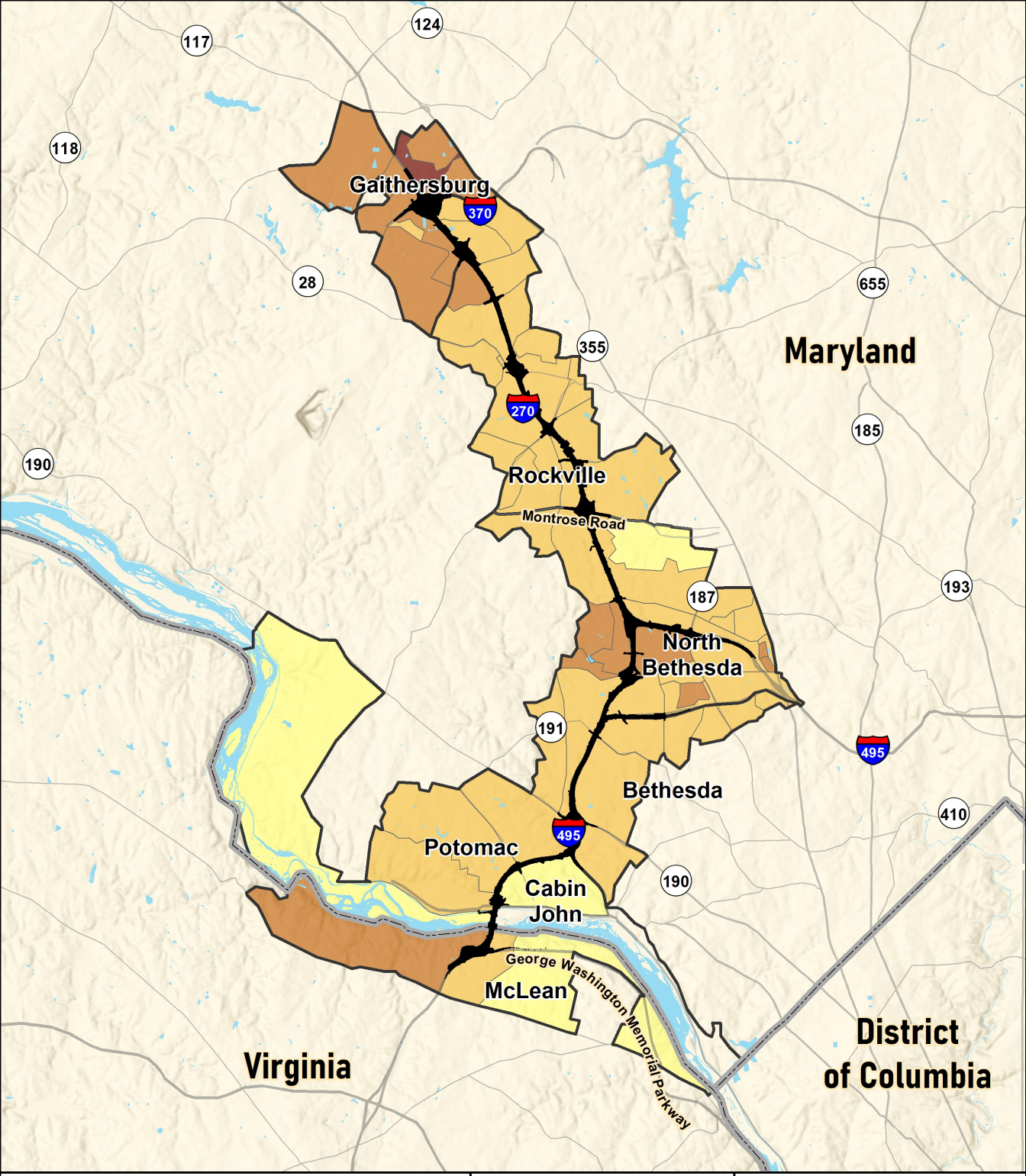
EPA EJ SCREEN: Particulate Matter (PM 2.5) Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Risk Management Plan Facilities Proximity Index (Percentile as compared to State)

0 - 24th
25th - 49th
50th - 74th
75th - 100th

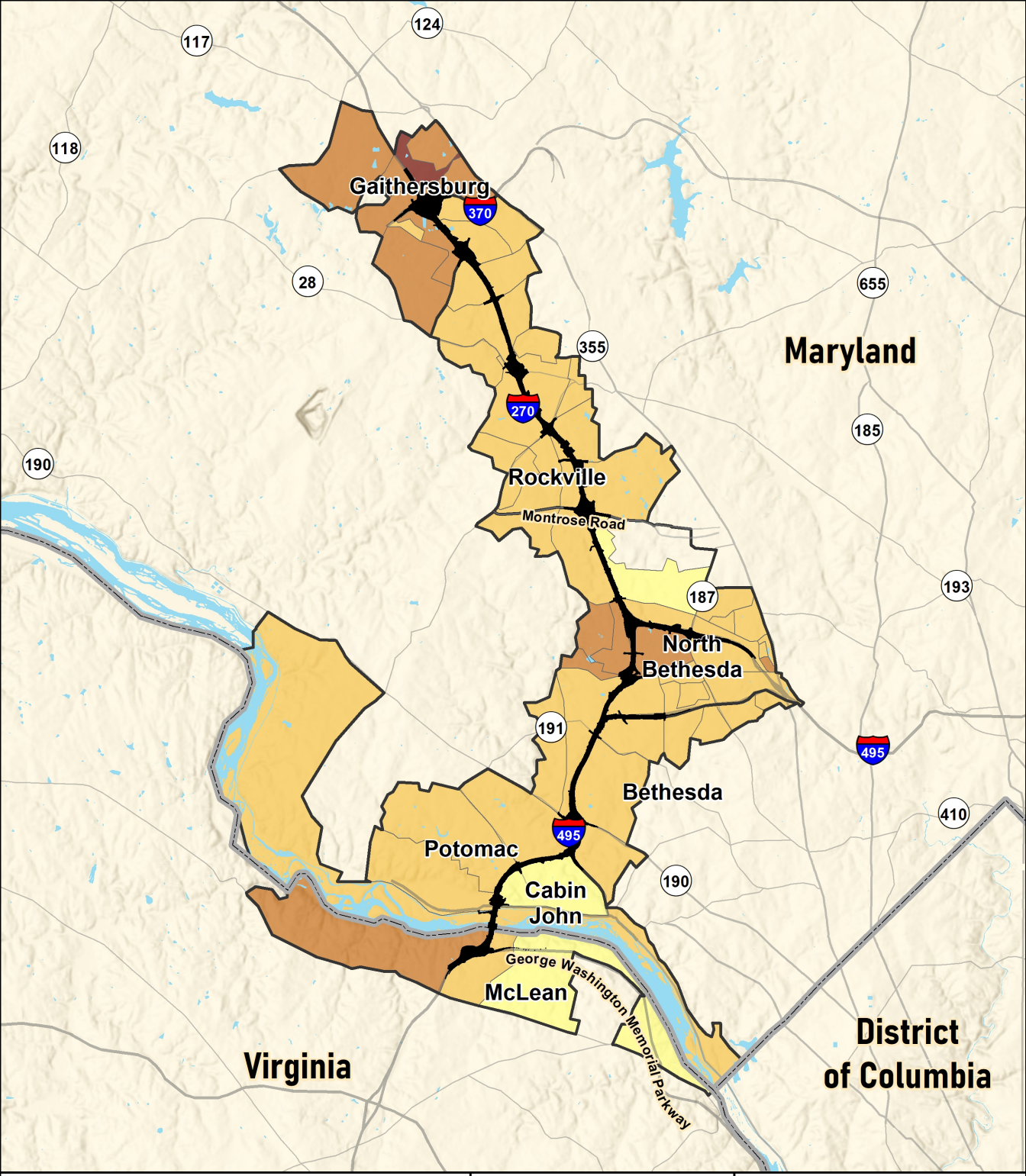
EPA EJ SCREEN: Risk Management Plan Facilities Proximity Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Superfund Proximity Index (Percentile as compared to State)

0- 24th
25th - 49th
50th- 74th
75th - 100th

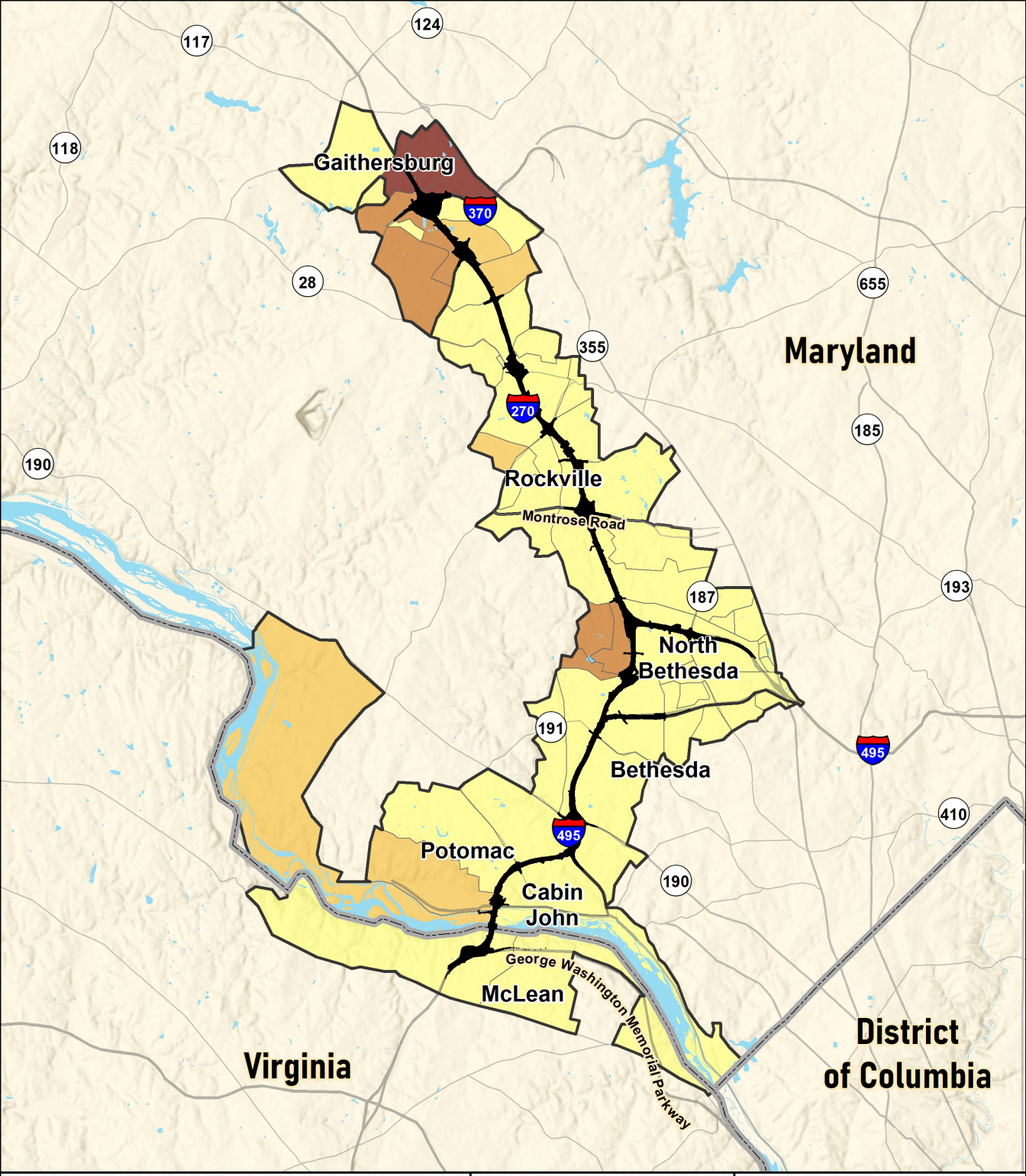
EPA EJ SCREEN: Superfund Proximity Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Traffic Proximity and Volume Index (Percentile as compared to State)

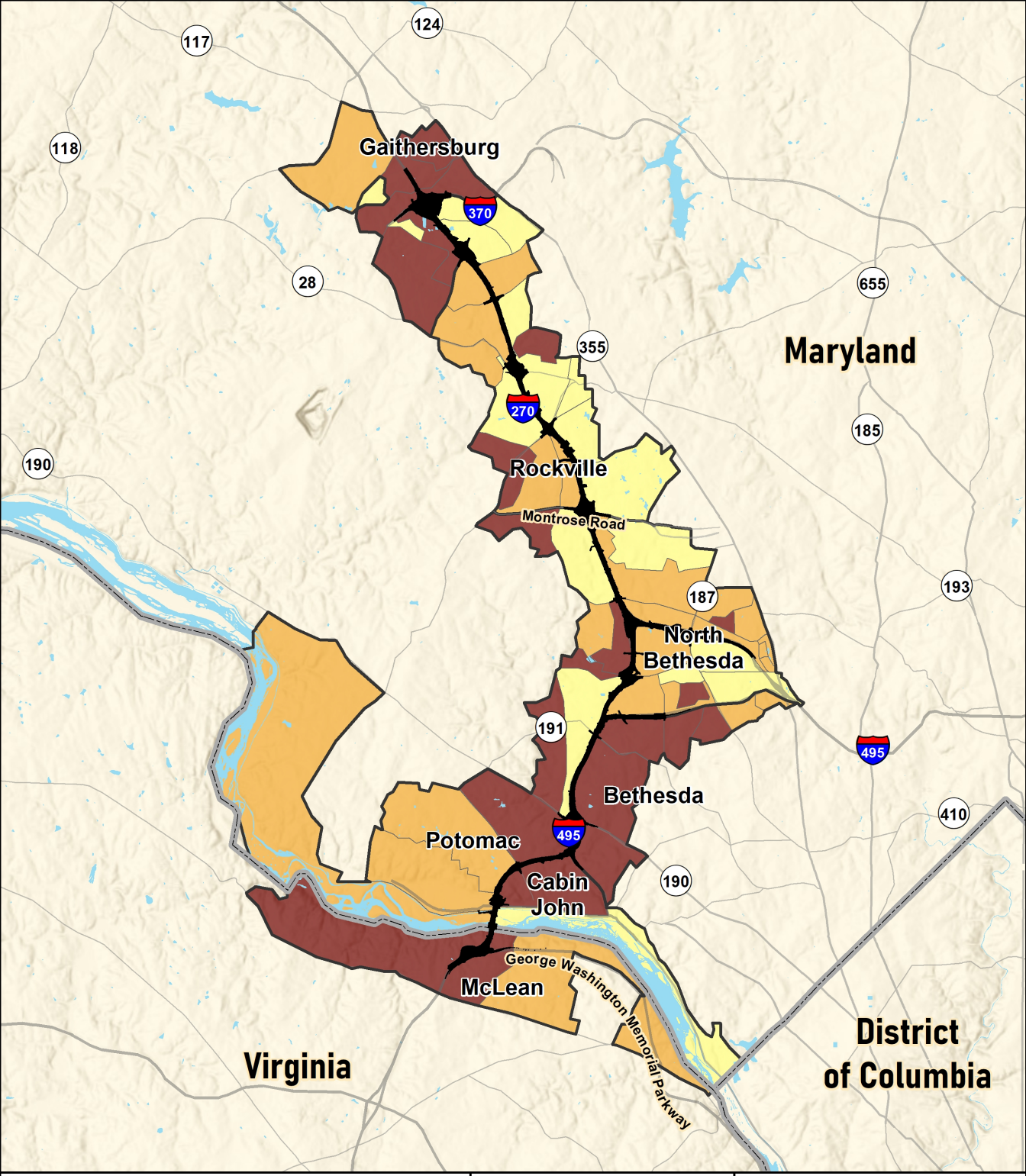
0 - 24th
25th - 49th
50th - 74th
75th - 100th

EPA EJ SCREEN: Traffic Proximity and Volume Index

0 0.5 1 2 Miles

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Limit of Disturbance
State Boundary
Analysis Area
Census Block Groups

Underground Storage Tanks Indicator Index (Percentile as compared to State)

- 0 - 18
- 19 - 34
- 35 - 83

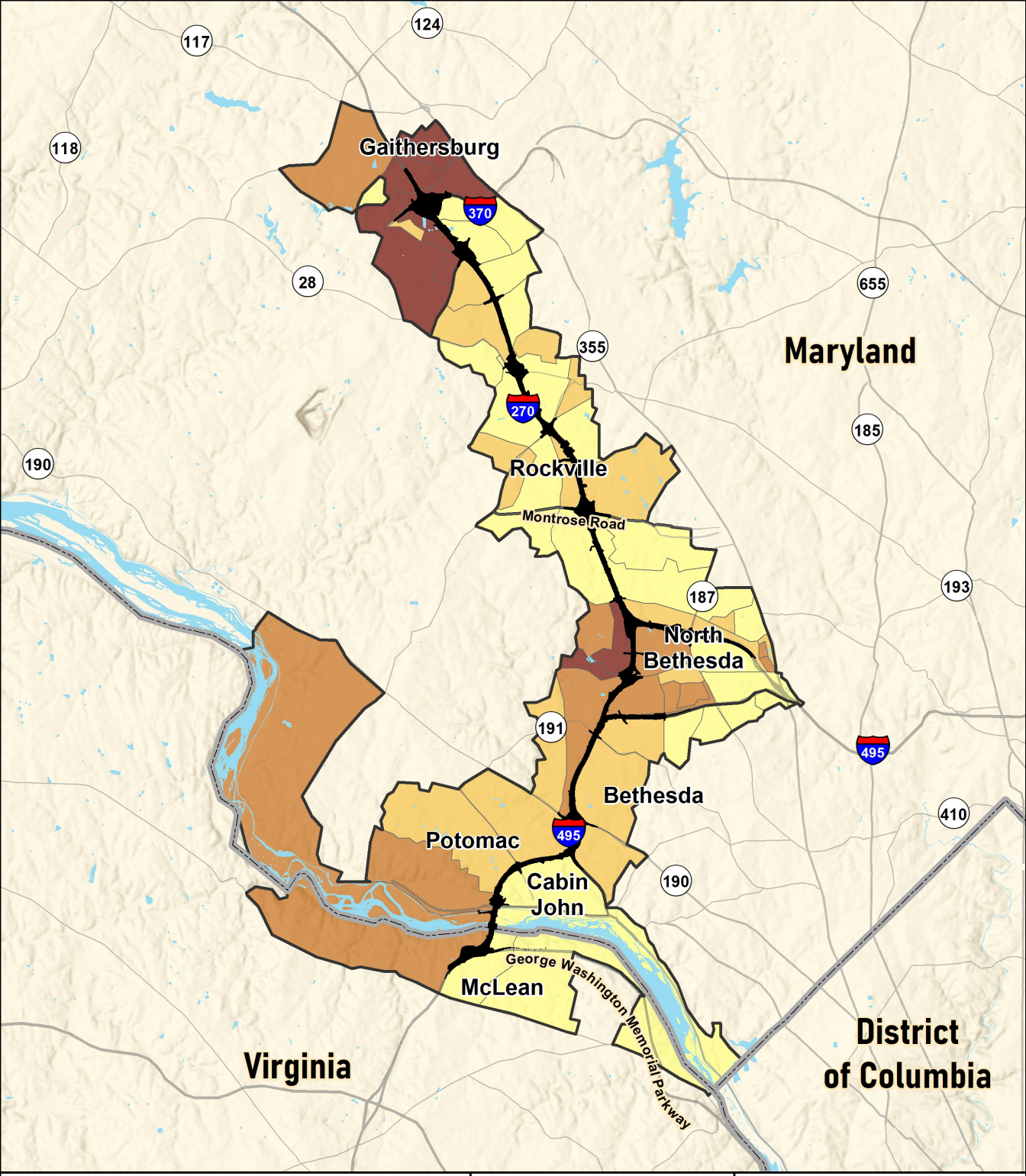
EPA EJ SCREEN: Underground Storage Tank Indicator Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study



Legend

- Limit of Disturbance
- State Boundary
- Analysis Area Community
- Census Block Groups

Wastewater Discharge Indicator Index (Percentile as compared to State)

- 0 - 10th
- 11th - 20th
- 21th - 45th
- 46th - 96th

EPA EJ SCREEN: Wastewater Discharge Indicator Index

0 0.5 1 2 Miles

N W E S

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study

APPENDIX G: EJ Public Involvement Materials

DEIS EJ Public Involvement Materials

July 17, 2020

Dear Community Member:

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 region, we 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 some of 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.

As of summer 2020, FHWA and MDOT SHA have completed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Managed Lanes Study. The DEIS 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. FHWA, MDOT SHA, and the Maryland Department of the Environment (MDE) will conduct six Joint Public Hearings, four virtually and two in-person, to collect testimony on the DEIS and associated Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland. The U.S. Army Corps of Engineers (USACE) will participate in one hearing on August 25 to meet the Department of the Army requirements. Public and agency comments on the DEIS and JPA will be accepted between July 10 and October 8, 2020.

To help us with our outreach efforts, we ask that you please post the enclosed flyer announcing the I-495 and I-270 Managed Lanes Study Joint Public Hearings where you display your organization's community information. The flyer is provided in English, Spanish, and Amharic. A PDF version of the flyer will automatically be emailed to your organization's email address for listserv distribution if your organization's email address is readily available online. Please contact MDOT SHA if you have not received an email with the PDF flyer. The Joint Public Hearings are also being publicized via the program website, e-blasts, mailings, newspaper advertisements, radio, digital outlets, and social media.

Questions or comments on the study may be provided anytime via the I-495 and I-270 P3 Program email at MLS-NEPA-P3@mdot.maryland.gov For updated information on the study and public involvement opportunities, please visit the I-495 and I-270 P3 Program website at www.495-270-P3.com.

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

Sincerely,



Lisa B. Choplin, DBIA
Director, I-495 and I-270 P3 Office

cc: Ms. Caryn J. G. Brookman, Environmental Program Manager, I-495 & I-270 P3 Office, MDOT SHA
Jeffrey T. Folden, P.E., DBIA, Deputy Director, I-495 and I-270 P3 Office, MDOT SHA

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

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary
Tim Smith, P.E.
Administrator

July 20, 2020

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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 region, we 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.

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

MANAGED LANES STUDY



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 region, we 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 some of 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 Recommended Alternatives Retained for Detailed Study in April and May 2019, and numerous community meetings and stakeholder events.

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 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.

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.

Public and agency comments on the DEIS and JPA will be accepted between July 10 and October 8, 2020.

495-270-P3.COM/DEIS

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. The public will have 3 minutes to provide their testimony during both virtual and in-person hearings.

Virtual/Online Hearings

Due to the current COVID-19 health crisis and MDOT SHA's commitment to protect the public and agency members, **the public is encouraged to provide public testimony through virtual 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**

PROVIDE PUBLIC TESTIMONY:

- Register at 495-270-p3.com/DEIS
- Three sessions available for each hearing:
  - Morning (9 AM – 12 PM)
  - Afternoon (1 – 4 PM)
  - Evening (5 – 8 PM)
- Email instructions will be sent for approved session time

WATCH THE VIRTUAL HEARING ONLINE:

- Go to 495-270-p3.com/DEIS
- Closed captioning available

IF YOU DO NOT HAVE INTERNET ACCESS:

- Call 855-432-1483, press * to hear options
- Listen to the virtual hearing live
- Leave your testimony by voicemail on hearing dates from 9 AM - 8 PM

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

PROVIDE PUBLIC OR ONE-ON-ONE TESTIMONY BY APPOINTMENT ONLY:

- Register by calling 833-858-5960
- Choose public testimony to panelists or one-on-one testimony to court reporter
- Registered participants will be placed in time slots and may listen to public testimony and limited staff will be available to answer questions
- Registered participants will receive the same brochure that is on the Program website
- Social distancing protocols will be strictly enforced, including required face coverings, hand sanitizing stations, and limited capacity in hearing room
- Call 855-432-1483 to listen live and/or leave your testimony by voicemail on hearing dates from 12 - 9 PM

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:
ይህንን ጋዜጣ በ-አማርኛ- ለማግኘት፡ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ፡
mls-nepa-p3@mdot.maryland.gov። እባክዎ በኢሜይሉ ርዕስ ላይ ብለው 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.

DEIS and JPA Document Availability

The DEIS and JPA with supporting information are available online at **495-270-P3.com/DEIS**. Hard copies are available for review starting July 10, as follows:

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 will be 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

Ways to Comment on the DEIS and JPA

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

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.

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
Mail Stop P-601, Baltimore, MD 21202

Other Ways to Comment on the JPA

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

USACE
Baltimore District
Attn: Mr. Jack Dinne
2 Hopkins Plaza
Baltimore, MD 21201-2930

MDE
Wetlands and Waterways Program
Attn: Mr. Steve Hurt
1800 Washington Blvd., Suite 4300
Baltimore, MD 21230

TRAFFIC RELIEF PLAN

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation
Federal Highway Administration

Maryland Department of the Environment

US Army Corps of Engineers

MANAGED LANES STUDY 495 270



Introducción

La Región de la Capital Nacional es una de las más congestionadas de la nación y los residentes de Maryland tienen el tiempo de desplazamiento en segundo lugar más alto del país. Con el crecimiento demográfico proyectado de la región, seguiremos viendo cómo esas cifras aumentan. Múltiples estudios muestran que una red de transporte integral, que incluye mejoras a la I-495 e I-270, junto con la inversión en tránsito, es necesaria para abordar la congestión y mover personas, bienes y servicios a través de la región.

Para abordar algunos de estos desafíos presentes y futuros, la Administración Federal de Carreteras (FHWA) y la Administración Estatal de Carreteras del Departamento de Transporte de Maryland (MDOT SHA) están realizando el Estudio de carriles administrados de la I-495 e I-270 en cumplimiento con la Ley de Política Ambiental Nacional (NEPA). El estudio busca identificar una solución que aborde la congestión, mejore la fiabilidad de los viajes y mejore la movilidad y conectividad existentes y planificadas para otros modos de viaje, incluso el tránsito y el uso compartido, a lo largo de partes de la I-495 e I-270.

Se ha realizado una amplia difusión pública del Estudio de carriles administrados, que incluyó cuatro Puertas Abiertas de Estudio en abril de 2018, cuatro Talleres Públicos que presentaron la Gama Preliminar de Alternativas en julio de 2018, ocho Talleres Públicos que presentaron las Alternativas Recomendadas Retenidas para Estudio Detallado en abril y mayo de 2019 y numerosas reuniones comunitarias y eventos de partes interesadas.

La FHWA y la MDOT SHA han realizado el Proyecto de Declaración de Impacto Ambiental (DEIS) y el Proyecto de Evaluación de la Sección 4(f) para el Estudio de Carriles Administrados, con el Aviso de Disponibilidad publicado en el Registro Federal el 10 de julio de 2020. El DEIS incluye análisis de tránsito, medio ambiente, ingeniería y finanzas de las Alternativas de Construcción y la Alternativa de No Construcción. Este DEIS brinda una oportunidad para que el público, los grupos de interés y otras agencias revean y brinden comentarios sobre la acción federal propuesta y los impactos ambientales adversos y beneficiosos y la mitigación propuesta para impactos inevitables.

La FHWA, la MDOT SHA y el Departamento de Medio Ambiente de Maryland (MDE) llevarán a cabo seis Audiencias Públicas Conjuntas. El Cuerpo de Ingenieros del Ejército de los Estados Unidos (USACE) participará en una audiencia el 25 de agosto para cumplir con los requisitos del Departamento del Ejército. También se aceptarán comentarios en la Solicitud Conjunta Federal y Estatal (JPA) para la Alteración de Planicie Aluvial, Vía Fluvial, Humedales Aguas Arriba o Aguas Abajo de Maryland. USACE es responsable de revisar la JPA como lo indica la Ley de Aguas Limpias, Sección 404(b)(1) y el Departamento de Medio Ambiente de Maryland (MDE) es responsable de revisar la Solicitud como lo indican los Artículos No. 5-503 y No. 5-906 de Medio Ambiente del Código Anotado de Maryland.

Los comentarios públicos y de las agencias sobre el DEIS y la JPA serán aceptados entre el 10 de julio y el 8 de octubre de 2020.

495-270-P3.COM/DEIS

Audiencias Públicas Conjuntas para el DEIS y la JPA

El DEIS y la JPA con información de apoyo están disponibles en el sitio web del programa. Los materiales de las audiencias, que incluye una presentación, exhibiciones informativas y folleto se pueden ver a partir del 31 de julio en los lugares donde los documentos están disponibles o en el sitio web del programa. El público tendrá 3 minutos para dar su testimonio durante las audiencias virtuales y presenciales.

Audiencias virtuales o en línea

Debido a la actual crisis de salud del COVID-19 y al compromiso de MDOT SHA de proteger al público y a los miembros de la agencia, **se alienta al público a dar testimonio público a través de audiencias virtuales.** Habrá cuatro audiencias virtuales de 9 a.m. a 8 p.m.

- **MARTES, 18 DE AGOSTO DE 2020**
- **JUEVES, 20 DE AGOSTO DE 2020**
- **MARTES, 25 DE AGOSTO DE 2020 (AUDIENCIA OFICIAL DE USACE)**
- **JUEVES, 3 DE SEPTIEMBRE DE 2020**

PRESENTAR TESTIMONIO PÚBLICO:

- Regístrese llamando al 495-270-p3.com/DEIS
- Tres sesiones disponibles para cada audiencia:
  - Mañana (de 9 a.m. a 12 p.m.)
  - Tarde (de 1 p.m. a 4 p.m.)
  - Noche (de 5 p.m. a 8 p.m.)
- Las instrucciones por correo electrónico se enviarán para la hora de la sesión aprobada.

VEA EN LÍNEA LA AUDIENCIA VIRTUAL:

- Llame al 495-270-p3.com/DEIS
- Subtítulos disponibles

SI NO TIENE ACCESO A INTERNET:

- Llame al 855-432-1483, pulse * para escuchar las opciones.
- Escuchar la audiencia virtual en vivo.
- Deje su testimonio por correo de voz en fechas de audiencia de 9 a.m. a 8 p.m.

Audiencias presenciales

Dos audiencias presenciadas están previstas de 12 p.m. a 9 p.m.:

- **MARTES, 1 DE SEPTIEMBRE DE 2020** – Condado de Prince George – Homewood Suites by Hilton, 9103 Basil Court, Largo, MD 20774
- **JUEVES, 10 DE SEPTIEMBRE DE 2020** – Condado de Montgomery – Hilton Executive Meeting Center, 1750 Rockville Pike, Rockville, MD 20852

PRESENTAR TESTIMONIO PÚBLICO O PERSONAL SOLO CON CITA PREVIA:

- Regístrese llamando al 833-858-5960.
- Elija testimonio público a los panelistas o testimonio personal al escribano del Tribunal.
- Los participantes registrados serán ubicados en franjas horarias y podrán escuchar el testimonio público y personal limitado estará disponible para responder preguntas.
- Los participantes registrados recibirán el mismo folleto que se encuentra en el sitio web del programa.
- Los protocolos de distanciamiento social se aplicarán estrictamente, que incluye las mascarillas faciales obligatorias, las estaciones de desinfección de manos y una capacidad limitada en la sala de audiencias.
- Llame al 855-432-1483 para escuchar en vivo y/o deje su testimonio por correo de voz en las fechas de audiencia de 12 a 9 p.m.

Nota: MDOT SHA hará disponible la transcripción de la audiencia en el sitio web del programa en una fecha posterior después de que las audiencias hayan concluido; las audiencias podrían posponerse si las condiciones del COVID-19 cambian..

SOLICITE ASISTENCIA:

El Servicio de Retransmisión de Maryland puede ayudar a los usuarios de teletipos en el 7-1-1. Las personas que requieran asistencia para participar, como un intérprete para dificultades auditivas o del habla o asistencia con el idioma inglés, deben comunicarse con el número gratuito del programa al 833-858-5960 antes del 3 de agosto de 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:
ይህንን ጋዜጣ በ-አማርኛ- ለማግኘት፡ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ፡
mls-nepa-p3@mdot.maryland.gov። እባክዎ በኢሜይሉ ርዕስ ላይ ብለው 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.

Disponibilidad de documentos del DEIS y la JPA

El DEIS y la JPA con información de apoyo están disponibles en línea en **495-270-P3.com/DEIS.** Las copias impresas están disponibles para su revisión a partir del 10 de julio, como se indica a continuación:

OFICINAS DEL ESTADO DE MARYLAND: El horario revisión es de lunes a viernes de 11 a.m. a 7 p.m., sábados y domingos de 12 p.m. a 5 p. m.

Condado de Montgomery: 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

Condado de Prince George: MDOT SHA District 3 Office, 9300 Kenilworth Avenue, Greenbelt, MD 20770

OFICINA DEL ESTADO DE VIRGINIA: El horario de revisión es de lunes a viernes de 9 a.m. a 4 p.m.

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

BIBLIOTECAS DE MARYLAND: Las copias impresas estarán disponibles en las casas rodantes en los estacionamientos de la biblioteca. **El horario de revisión es de martes y jueves de 11 a.m. a 7 p.m., y domingos de 12 p.m. a 5 p.m.** Una vez que las bibliotecas estén abiertas al público, las copias impresas estarán disponibles para su revisión en las bibliotecas durante el horario normal de cada biblioteca.

Condado de Montgomery: Biblioteca de Chevy Chase | Biblioteca de Davis (North Bethesda) | Biblioteca de Kensington Park | Biblioteca de Potomac

Condado de Prince George: Biblioteca de Glenarden Biblioteca de Largo-Kettering | Nueva Biblioteca de Carrollton | Biblioteca de Spauldings

BIBLIOTECA DE WASHINGTON DC: El horario de revisión es de lunes a viernes de 11 a.m. a 2 p.m. y de 3 p.m. a 7 p.m. Si cambia el horario de la biblioteca, el documento estará disponible durante el horario normal de la biblioteca.

Washington DC: Biblioteca del barrio de Shepherd Park

OFICINAS POSTALES DE EE. UU.: El horario de revisión es de lunes a viernes de 9 a.m. a 5 p.m., sábados de las 9 a.m. hasta una hora distinta (ver más abajo)

Condado de Montgomery: West Lake PO (sábado cierra a la 1 p.m.), 10421 Motor City Drive, Bethesda, MD 20817 | Rockville PO (sábado cierra a las 4 p.m.), 500 N Washington Street, Rockville, MD 20850

Condado de Prince George: Kenilworth PO (sábado cierra a las 12 p.m.), 6270 Kenilworth Ave, Riverdale, MD 20737 | Hampton Park PO (sábado cierra a las 4 p.m.), 9201 Edgeworth Drive, Capitol Heights, MD 20790 | Largo PO (sábado cierra a las 3 p.m.), 9801 Apollo Drive, Upper Marlboro, MD 20774 | Temple Hills PO , 4806 Saint Barnabas Rd, Temple Hills, MD 20748

Formas de comentar sobre el DEIS y la JPA

- Testimonio oral a panelistas en persona o audiencia virtual
- Testimonio oral al escribano del tribunal en persona
- Testimonio oral a través del correo de voz (855-432-1483) durante los horarios de audiencia presencial o virtual
- Comentarios escritos en el cuadro de comentarios en la audiencia presencial

TODOS LOS COMENTARIOS recibidos, ya sea en la audiencia a través de testimonio oral O a través de otros métodos (formulario de comentario, correo electrónico y carta), tendrán IGUAL CONSIDERACIÓN.

Los comentarios deben ser recibidos antes de las 11:59 p.m. del 8 de octubre de 2020

Otras formas de comentar sobre el DEIS

Formulario de comentarios en 495-270-P3.com/DEIS/

Correo electrónico a **MLS-NEPA-P3@mdot.maryland.gov**

Envíe una carta escrita sobre **DEIS:**
Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
Maryland Department of Transportation State Highway Administration 707 North Calvert Street Mail Stop P-601,
Baltimore, MD 21202

Otras formas de comentar sobre la JPA

Correo electrónico a:
john.j.dinne@usace.army.mil (USACE)
MDE.SHAprojects@maryland.gov (MDE)

Envíe una carta escrita sobre la **JPA** a:

USACE
Baltimore District
Attn: Mr. Jack Dinne
2 Hopkins Plaza
Baltimore, MD 21201-2930

MDE
Wetlands and Waterways Program
Attn: Mr. Steve Hurt
1800 Washington Blvd., Suite 4300
Baltimore, MD 21230

TRAFFIC RELIEF PLAN

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation Federal Highway Administration

Maryland Department of the Environment

US Army Corps of Engineers

MANAGED LANES STUDY 495 270



Introduction

La région de la capitale nationale est l'une des plus encombrées du pays, et les habitants du Maryland doivent faire face à la deuxième plus grande durée des trajets domicile-travail du pays. Avec la croissance démographique prévue dans la région, nous allons continuer à voir ces chiffres augmenter. De nombreuses études montrent qu'un réseau de transport complet, comprenant des améliorations de l'I-495 et de l'I-270 associées à des investissements dans le transport en commun, est nécessaire pour remédier aux encombrements et déplacer les personnes, les biens et les services dans toute la région.

Pour relever certains de ces défis, aujourd'hui et à l'avenir, l'administration fédérale des routes (FHWA) et l'administration des routes d'État du ministère des transports du Maryland (MDOT SHA) sont en train d'achever l'étude sur les voies gérées des autoroutes I-495 et I-270, conformément à la loi sur la politique environnementale nationale (NEPA). L'étude cherche à identifier une solution qui permette de remédier aux encombrements, d'améliorer la fiabilité des déplacements et de renforcer la mobilité et la connectivité existantes et prévues pour d'autres modes de transport, y compris le transit et le covoiturage, le long de certaines portions des autoroutes I-495 et I-270.

Une vaste campagne de sensibilisation du public a été menée dans le cadre de l'étude sur les voies gérées, notamment quatre journées portes ouvertes en avril 2018, quatre ateliers publics présentant la gamme préliminaire de solutions de rechange en juillet 2018, huit ateliers publics présentant les solutions de rechange recommandées retenues pour l'étude détaillée en avril et mai 2019, ainsi que de nombreuses réunions communautaires et événements organisés par les parties prenantes.

La FHWA et le MDOT SHA ont achevé le projet d'étude d'impact environnemental (DEIS) et le projet d'évaluation de la section 4(f) pour l'étude des voies gérées, avec l'avis de disponibilité publié dans le registre fédéral le 10 juillet 2020. La DEIS comprend des analyses de trafic, d'environnement, d'ingénierie et de finances des alternatives de construction et de non construction. Cette DEIS donne l'occasion au public, aux groupes d'intérêt et aux autres agences d'examiner et de commenter l'action fédérale proposée ainsi que les impacts environnementaux négatifs et bénéfiques et les mesures d'atténuation proposées pour les impacts inévitables.

La FHWA, le MDOT SHA et le ministère de l'environnement du Maryland (MDE) organiseront six audiences publiques conjointes. Le Corps des ingénieurs de l'armée américaine (USACE) participera à une audience le 25 août pour répondre aux exigences du ministère de l'armée. Des commentaires seront également acceptés sur la demande conjointe fédérale/État (JPA) pour la modification de toute plaine inondable, voie d'eau, zone humide avec ou sans marée dans le Maryland. L'USACE est responsable de l'examen du JPA conformément à la loi sur la propreté de l'eau, section 404(b)(1) et le MDE est responsable de l'examen de l'application de l'article §5-503 et §5-906 du code annoté du Maryland.

Les commentaires du public et des agences sur le DEIS et le JPA seront acceptés entre le 10 juillet et le 8 octobre 2020.

495-270-P3.COM/DEIS

AUDIENCES PUBLIQUES CONJOINTES POUR LE DEIS ET LE JPA

Le DEIS et le JPA avec les informations à l'appui sont disponibles sur le site web du programme. Les documents d'audition, y compris une présentation, des présentoirs d'information et une brochure, peuvent être consultés à partir du 31 juillet dans les lieux de mise à disposition des documents ou sur le site web du programme. Le public disposera de 3 minutes pour apporter son témoignage lors des audiences virtuelles et en personne.

Audiences virtuelles/en ligne

En raison de la crise sanitaire actuelle du COVID-19 et de l'engagement du MDOT SHA à protéger le public et les membres de l'agence, **le public est encouragé à fournir des témoignages publics par le biais d'audiences virtuelles. Quatre audiences virtuelles sont prévues de 9h à 20h :**

- **MARDI 18 AOÛT 2020**
- **JEUDI 20 AOÛT 2020**
- **MARDI 25 AOÛT 2020 (AUDIENCE OFFICIELLE DE L'USACE)**
- **JEUDI 3 SEPTEMBRE 2020**

FOURNIR UN TÉMOIGNAGE PUBLIC :

- S'inscrire au 495-270-p3.com/DEIS
- Trois séances sont disponibles pour chaque audition::
  - Matin (9 h - 12 h)
  - Après-midi (13 - 16 h)
  - Soirée (17h - 20h)
- Des instructions par courriel seront envoyées pour le temps de session approuvé

REGARDEZ L'AUDITION VIRTUELLE EN LIGNE :

- Allez à 495-270-p3.com/DEIS
- Sous-titrage codé disponible

SI VOUS N'AVEZ PAS ACCÈS À INTERNET:

- Appelez le 855-432-1483, appuyez sur * pour connaître les options
- Écoutez l'audition virtuelle en direct
- Laissez votre témoignage par messagerie vocale aux dates d'audience de 9h à 20h

Audiences en personne

Deux audiences en personne sont prévues de 12 à 21 h :

- **MARDI 1ER SEPTEMBRE 2020** – PComté de Prince George - Homewood Suites by Hilton, 9103 Basil Court, Largo, MD 20774
- **JEUDI 10 SEPTEMBRE 2020** – Comté de Montgomery - Hilton Executive Meeting Center, 1750 Rockville Pike, Rockville, MD 20852

FOURNIR DES TÉMOIGNAGES PUBLICS OU INDIVIDUELS SUR RENDEZ-VOUS UNIQUEMENT :

- Inscrivez-vous en appelant le 833-858-5960
- Choisissez entre un témoignage public devant les panélistes ou un témoignage individuel devant un sténographe judiciaire
- Les participants inscrits seront placés dans des créneaux horaires et pourront écouter des témoignages publics et un personnel limité sera disponible pour répondre aux questions
- Les participants inscrits recevront la même brochure que celle qui se trouve sur le site web du programme
- Les protocoles de distanciation sociale seront strictement appliqués, notamment en ce qui concerne les couvre-visages obligatoires, les postes de désinfection des mains et la capacité limitée des salles d'audience
- Appelez le 855-432-1483 pour écouter en direct et/ou laisser votre témoignage par messagerie vocale aux dates d'audience de 12 à 21 heures

Remarque : Le MDOT SHA mettra la transcription des audiences à disposition sur le site web du Programme à une date ultérieure après la fin des audiences ; les audiences pourraient être reportées si les conditions de COVID-19 changent.

DEMANDE D'ASSISTANCE :

Le Maryland Relay Service peut aider les utilisateurs de télétype au 7-1-1. Les personnes qui ont besoin d'une assistance pour participer, comme un interprète pour les difficultés d'audition ou de parole ou une assistance pour la langue anglaise, doivent contacter le numéro gratuit du programme au 833-858-5960 avant le 3 août 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:
ይህንን ጋዜጣ በ-ሕማርኛ- ለማግኘት፡ እባክዎ በሚከተለው ኢድራሻ ኢ.ሜይል ይላኩ፡
mls-nepa-p3@mdot.maryland.gov። እባክዎ በኢ.ሜይሉ ርዕስ ላይ ብለው 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.

Disponibilité des documents de la DEIS et de JPA

Le DEIS et l'APP avec les informations à l'appui sont disponibles en ligne au **495-270-P3.com/DEIS**. Des copies papier sont disponibles pour examen à partir du 10 juillet, comme suit :

BUREAUX DE L'ÉTAT DU MARYLAND : Les heures de consultation sont du lundi au vendredi de 11 h à 19 h, le samedi et le dimanche de 12 h à 17 h.

Le comté de Montgomery : 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

Le comté de Prince George : MDOT SHA District 3 Office, 9300 Kenilworth Avenue, Greenbelt, MD 20770

VBUREAU DE L'ÉTAT DE VIRGNIE : Les heures de visionnage sont du lundi au vendredi de 9h à 16h

Le comté de Fairfax : VDOT Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030

LES BIBLIOTHÈQUES DU MARYLAND: Des copies papier seront disponibles dans des remorques sur les parkings des bibliothèques. **Les heures de consultation comprennent le mardi et le jeudi de 11 h à 19 h, et le dimanche de 12 h à 17 h.** Une fois que les bibliothèques seront ouvertes au public, les copies papier seront disponibles pour consultation dans les bibliothèques pendant les heures d'ouverture normales des succursales.

Comté de Montgomery : Bibliothèque Chevy Chase | Bibliothèque Davis (North Bethesda) | Bibliothèque Kensington Park | Bibliothèque Potomac

Le comté de Prince George: Bibliothèque succ. Glenarden | Bibliothèque succ. Largo-Kettering | Bibliothèque succ. New Carrollton | Bibliothèque succ. Spauldings

WASHINGTON DC LIBRARY: Les heures de consultation sont du lundi au vendredi de 11h à 14h et de 15h à 19h. Si les heures d'ouverture de la bibliothèque changent, le document sera disponible pendant les heures d'ouverture normales de l'agence.

Washington DC: SBibliothèque de quartier de Shepherd Park

BUREAUX DE POSTE US : Les heures d'ouverture comprennent du lundi au vendredi de 9h à 17h, le samedi de 9h à 17h.

Le comté de Montgomery : West Lake PO (fermeture le samedi à 13h), 10421 Motor City Drive, Bethesda, MD 20817 | Rockville PO (fermeture le samedi à 16h), 500 N Washington Street, Rockville, MD 20850

Le comté de Prince George: Kenilworth PO (fermeture le samedi à 12 h), 6270 Kenilworth Ave, Riverdale, MD 20737 | Hampton Park PO (fermeture le samedi à 16 h), 9201 Edgeworth Drive, Capitol Heights, MD 20790 | Largo PO (fermeture le samedi à 15 h), 9801 Apollo Drive, Upper Marlboro, MD 20774 | Temple Hills PO , 4806 Saint Barnabas Rd, Temple Hills, MD 20748

Commenter sur DEIS et JPA

- Témoignage oral aux membres du panel lors d'une audition en personne ou virtuelle
- Témoignage oral au sténographe judiciaire en personne
- Témoignage oral via la messagerie vocale (855-432-1483) pendant les heures d'audition en personne ou virtuelles
- Commentaires écrits dans la boîte de commentaires lors de l'audition en personne

TOUS LES COMMENTAIRES reçus, que ce soit lors de l'audition par le biais d'un témoignage oral ou par d'autres méthodes (formulaire de commentaires, courriel et lettre), seront examinés de manière égale

Les commentaires doivent être reçus avant 23h59 le 8 octobre 2020.

Autres façons de commenter l'étude d'impact sur le DEIS

- Formulaire de commentaires sur **495-270-P3.com/DEIS/**
- Courriel : **MLS-NEPA-P3@mdot.maryland.gov**
- Envoyez une lettre écrite au sujet de la **DEIS**:

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

Autres façons de commenter sur JPA

- Adresse électronique
  john.j.dinne@usace.army.mil (USACE)
  MDE.SHAprojects@maryland.gov (MDE)
- Envoyer une lettre écrite sur **JPA**:

USACE
Baltimore District
Attn: Mr. Jack Dinne
2 Hopkins Plaza
Baltimore, MD 21201-2930

MDE
Wetlands and Waterways Program
Attn: Mr. Steve Hurt
1800 Washington Blvd., Suite 4300
Baltimore, MD 21230

TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation Federal Highway Administration

Maryland Department of the Environment

US Army Corps of Engineers



መግብያ

የብሔራዊ ካፒታል ክልል በሀገሪቱ ውስጥ በጣም ከተጨናነቁት ውስጥ አንዱ ሲሆን የሜርላንድ ኗሪዎች ረጂም የመጓጓዣ ጊዜ በማጥፋት ረገድ በሀገሪቱ በሁለተኛ ደረጃ ይገኛሉ። በክልሉ ውስጥ በተገመተው የወደፊት የህዝብ ዕድገት መሰረት እነዚህ ቁጥሮች ሲጨመሩ ማየቱ እንቀጥላለን። በርካታ ጥናቶች እንደሚያመለክቱት በ I-495 እና I-270 መንገዶች የተደረገውን ማሻሻያዎችን ጨምሮ በመጓጓዣው የሚውለውን ኢንቨስትመንት ታይቶ፡ አጠቃላይ የትራንስፖርት አውታረመረብ መጨናነቅን ለማስወገድ ሰዎችን፣ እቃዎችን፣ እና አገልግሎቶችን በጠቅላላ ማንቀሳቀስ አስፈላጊ መሆኑን ተናግረዋል።

የእነዚህን ተፈታታኝ ችግሮች፡ ዛሬ እና ለወደፊቱ መፍትሔ ለመፍጠር፡ የፌዴራል ሀይዌይ አስተዳደር (FHWA)፡ እና ሜሪላንድ የትራንስፖርት ግዛት ሀይዌይ አስተዳደር (MDOT SHA)፡ ከአካባቢ ፖሊሲ ሕግ (NEPA) በሚስማማ መንገድ፡ የ I-495 እና I-270 የመንገዶች ቁጥጥር ጥናት ጥናት እያጠናቀቁ ናቸው። ጥናቱ መጨናነቅን የሚቀርፍ፣ የጉዞ አስተማማኝነትን የሚያሻሽል፣ እና በሌሎች የ I-495 እና I-270 ክፍሎች ላይ የሽግግር እና የመለዋወጥ ሁኔታን ጨምሮ ሌሎች የጉዞ ስልቶች፡ እንደ የህዝብ መጓጓዣ እና የመጓጓዣ መጋራት መንገዶች የሚያሻሽል መፍትሄን ለመለየት ይፈልጋል።

ለሚተዳደረው የመንገዶች ቁጥጥር ጥናት ሰፋ ያለ የህዝብ ማጠናቀቂያ ጥናት ተጠናቋል፡ ይህም በሚያዝያ ወር 2018 ዓ.ም አራት ስኮፒን አፐን ሀውስ (Scoping Open Houses)፣ በሀምሌ ወር 2018 ዓ.ም የአማራጭዎች ቅድመ ሁኔታን የሚያመለክቱ አራት የሕዝብ ዎርክሾፖች፣ በሚያዝያ እና በግንቦት 2019 ዓ.ም ላይ የተዘረዘሩትን አማራጮችን ለዝርዝር ጥናት የቀሩትን የሚመከሩ አማራጭዎችን የሚያቀርቡ ስምንት የህዝብ ዎርክሾፖች፣ እና በርካታ የማህበረሰብ ስብሰባዎች እና የባለድርሻ ክስተቶች የሚያጠቃልሉ ናቸው።

FHWA እና MDOT SHA በፌዴራል ምዝገባ በሐምሌ 10፡ 2020 ዓ.ም በታተመው የተገኝነት ማሳሰቢያ፡ የአካባቢ ተጽዕኖ መግለጫ (DEIS) እና የመንገዶች ቁጥጥር ረቂቅ ክፍል 4(f) አጠናቅቀዋል። DEIS ህንጻዎችን የመገንባት አማራጮችን እና ምንም ህናጻ የመገንባት አማራጭን ጨምሮ የትራፊክ፣ የአካባቢ፣ የምህንድስና እና የገንዘብ ትንታኔዎችን ያጠቃልላል። ይህ DEIS ለሕዝብ፣ ለድርድር ፍላጎቶች እና ለሌሎች ኤጀንሲዎች በታቀደው የፌዴራል እርምጃ እና ጠቃሚ አካባቢያዊ ተፅእኖዎች እንዲሁም ሊከሰቱ ለሚችሉ ተፅእኖዎች ቅነሳን በተመለከተ አስተያየት እንዲሰጡበት እድል ይሰጣል ::

FHWA ፣ MDOT SHA እና የሜሪላንድ የአካባቢ ጥበቃ (MDE) ስድስት በጋራ የሚካሄዱ ሕዝባዊ ችሎቶችን ያካሂዳሉ :: ፕየዩናይትድ ስቴትስ ጦር ሠራዊት ቡድን መሐንዲሶች (USACE) ለጦር ኃይሎች ዲፓርትመንቶች መስፈርቶችን ለማሟላት በነሐሴ 25 ላይ በአንድ ችሎት ላይ ይሳተፋሉ። በሜሪላንድ ውስጥ የማንኛውንም የጎርፍ መጥለቅለቅ፣ የውሃ መገዶችን፣ የተጠረገ ወይም ያልተጠረገ ዌትላንድ (Tidal or Nontidal Wetland) ለውጥን በተመለከተ አስተያየቶችን በጋራ የፌዴራል/ግዛት ማመልከቻ (JPA) ላይ ተቀባይነት ይኖረዋል። USACE በንጹህ ውሃ ሕግ ክፍል 404 (ለ)(1) መሰረት፡ እንዲሁም MDE በአገባቢ አንቀጽ §5-503 እና §5-906፣ እና የሜርላንድ አኖቴትድ ኮድ (Annotated Code) መሰረት ማመልከቻውን የመገምገም ሀላፊነት አለባቸው።

DEIS እና JPA በተመለከተ የሚቀርበውን የህዝብ እና የኤጀንሲ አስተያየቶች በሀምሌ 10 እና በጥቅምት 8 ቀን 2020 መካከል ተቀባይነት ይኖራቸዋል።

495-270-P3.COM/DEIS

ለdeis እና jpa የጋራ የሕዝብ ችሎቶች

DEIS እና JPA ከድጋፍ መረጃ ጋር በፕሮግራሙ ድረገጾች ላይ ይገኛሉ። የመስሚያ መርጃ ቁሳቁሶች፣ የዝግጅት አቀራረብ፣ የመረጃ ማሳያዎች እና በራሪ ወረቀትን ጨምሮ ከሐምሌ 31 ጀምሮ በሰነዱ ተገኝነት ቦታዎች ወይም በፕሮግራሙ ድህረገጾች ሊታዩ ይችላሉ። በሩቅ መስመር እና በአካል በሚካሄደው የችሎት ጊዜ፡ ህዝቡ ምስክሮቻቸውን ለማቅረብ 3 ደቂቃዎች ይሰጣሉ።

በሩቅ መስመር/በኦንላይን የሚካሄዱ ችሎቶች

አሁን ባለው የ COVID-19 የጤና ቀውስ እንዲሁም MDOT SHA የህዝብ እና የኤጀንሲ አባላትን ለመጠበቅ ባሳየው ቁርጠኝነት መሰረት፡ ህዝቡ ህዝባዊ ምስክሮችን በሩቅ መስመር በሚተላለፈው መንገድ በኩል ምስክርነት እንዲሰጥ ይበረታታል። አራት በሩቅ መስመር የሚካሄዱ ችሎቶች ከጠዋቱ 9 እስከ ከስዓት 8 ድረስ ባለው ጊዜ እንዲካሄዱ ታቅደዋል።

- ማክሰኞ፡ ነሐሴ 18፡ 2020 ዓ.ም
- ማክሰኞች ነሐሴ 25 2020 ዓ.ም (ኦፊሻል የUSACE ችሎት)
- ሐሙስ፡ ነሐሴ 20፡ 2020 ዓ.ም
- ሐሙስ፡ መስከረም 20፡ 2020 ዓ.ም

ለሕዝብ የሚደረግ ምስክርነትን መስጠት፡

- በዚህ ላይ ይመሰገቡ፡ 495-270-p3.com/DEIS
- ለእያንዳንዱ ችሎት ሶስት ክፍለ-ጊዜዎች አሉ፡-
  - ጥዋት (9 ከጥዋት – 12 ከሰዓት)
  - ከሰዓት በኋላ (1 – 4 ከሰዓት)
  - ምሽት (5 – 8 ከሰዓት)
- የኢሜል መመሪያዎች ለተረጋገጠ ክፍለ ጊዜ ይላካሉ

በሩቅ መስመር ላይ በሚካሄደው የመስማት ችሎታን ይከታተሉ-

- በዚህ ይመለከቱ፡ 495-270-p3.com/DEIS
- የጽሑፍ መግለጫ ይገኛል

የኢንተርነት ተደራሽነት ከሌለዎት-

- ለ 855-432-1483 ይደውሉ፡ አማራጮቹን ለመስማት * ይጫኑ
- በሩቅ መስመር የሚካሄድ የቀጥታ ስርጭት ችሎትን ይከታተሉ
- ከጠዋቱ 3 ሰዓት እስከ 8 ሰዓት ድረስ በችሎት ቀናት ምስክርነትዎን በድምጽ መልእክት ይልቀቁ

በአካል የሚካሄዱ ችሎቶች

ሁለት በአካል የሚካሄዱ ችሎቶች ከ 12 - 9 ከሰዓት እንዲካሄዱ ታቅደዋል።:

- ማክሰኞ፡ መስከረም 1፡ 2020 ዓ.ም – - የፕሪንስ ጆርጅ ካውንቲ - በሆምዉድ ስዊት የሄልተን ሆቴል፡ 9103 Basil Court, Largo, MD 20774
- ሐሙስ፡ መስከረም 10፡ 2020 ዓ.ም – ሞንትጎመሪ ካውንቲ - ሂልተን የስብሰባ ማዕከል፡1750 Rockville Pike, Rockville, MD 20852

ቀጠሮ በመያዝ ብቻ የሚካሄድ፡ የሕዝብ ወይም አንድ-ለአንድ የሚደረግ ምስክርነት ያቅርቡ፡-

- በ 833-858-5960 በመደወል ይመዝገቡ
- ለፓነል አቅራቢዎች የሕዝብ ምስክርትን ወይም አንድ-ለአንድ የሚደረግ ምስክርነት ለፍርድ ቤት ዘጋቢ ይምረጡ
- የተመዘገቡ ተሳታፊዎች በሰዓቱ ውስጥ እንዲቀመጡ ይደረጋል እናም የአደባባይ ምስክርነትን ሊያዳምጡ እና ለጥያቄዎች መልስ ለመስጠት ውስን ሰራተኞች ይገኛሉ
- የተመዘገቡ ተሳታፊዎች በፕሮግራሙ ድር ጣቢያ ላይ የሚገኘውን ተመሳሳይ በራሪ ወረቀት ይቀበላሉ
- የሚያስፈልጉ የፊት ሽፋኖችን ፣ የእጅ ማጽጃ ጣቢያዎችን እና የመስማት ችሎታን ውስን አቅም ጨምሮ ማህበራዊ ግንኙነት የማራራቅ ፕሮቶኮሎች በጥብቅ ተፈጻሚ ይሆናሉ ::
- ችሎት በሚካሄድበት ቀን ከሰዓት በኋላ ከ 12 - 9 ባለው ጊዜ በቀጥታ ለመስማት እና ወይም ምስክርነትዎን በድምጽ መልእክት ለመተው ለ 855-432-1483 ይደውሉ ::

ማስታወሻ፡ ችሎቱ ከተጠናቀቀ በኋላ በሚቀጥለው ጊዜ MDOT SHA የችሎቱ ግልባጩ በፕሮግራሙ ድርጣቢያ ላይ እንዲገኝ ያደርጋል፣ የ COVID-19 ሁኔታዎች ከተቀየሩ ችሎቶች ለሌላ ጊዜ ሊላለፉ ይችላሉ።

ድጋፍ ለማግኘት የሚቀርብ ጥያቄ:

የሜሪላንድ ሪሌይ አገልግሎት በ 7-1-1 ላይ የቴሌፕሊየስ ተጠቃሚዎችን ሊረዳ ይችላል። ለመሰማት ድጋፍ የሚፈልጉ ሰዎች እንደ የመስማት/የንግግር ችግር አስተርጓሚ ወይም በእንግሊዝኛ ቋንቋ ድጋፍ የሚፈልጉ ከሆነ በፕሮግራሙ ነፃ የስልክ ቁጥር በ 833-858-5960 እስከ ነሐሴ 3 ቀን 2020 ድረስ ማነጋገር አለባቸው።

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:
ይህንን ጋዜጣ በ-አማርኛ- ለማግኘት፣ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ:
mls-nepa-p3@mdot.maryland.gov። እባክዎ በኢሜይሉ ርዕስ ላይ ብለው 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.

DEIS and JPA የሰነዶች ተገኝነት

DEIS እና JPA የድጋፍ መረጃዎችን ጨምሮ በኦንላይን በ 495-270-P3.com/DEIS ይገኛሉ። ሀርድ ኮፒ ለማየት ከሐምሌ 10 ጀምሮ ቀጥሎ በተገለጹት መንገድ ተገኚ ይሆናሉ፡-

ማሪያላንድ ግዛት ቢሮዎች: የእይታ ሰዓቶች ከሰኞ እስከ አርብ 11 ከጥዋት እስከ 7 ከሰዓት፡ እና ቅዳሜ እና እሁድ ከ 12 እስከ 5 ከሰዓት በኋላ ነው።

የሞንተጎመሪ ካውንቲ 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

የፕሪንስ ጆርጅ ካውንቲ MDOT SHA ወረዳ 3 ጽህፈት ቤት፡ 9300 9300 Kenilworth Avenue, Greenbelt, MD 20770

የቪሮጎሊያ ግዛት ቢሮ: የእይታ ሰዓቶች ከሰኞ እስከ አርብ 9 ጥዋት እስከ 4 ከሰዓት ነው።

ፌርፋክስ ካውንቲ VDOT በሰሜን ቨርጂኒያ አውራጃ ጽ / ቤት፡4975 Alliance Drive, Fairfax, VA 22030

የሜርላንድ ቤተ መጽሐፍቶች፡ሃርድ ቅጂዎች በቤተ መፃህፍት ውስጥ ባሉ የመኪና ማቆሚያዎች ውስጥ በሚገኙ ማስመሰያዎች ውስጥ ይገኛሉ። የእይታ ሰዓቶች ማክሰኞ እና ሐሙስ ከጠዋቱ 11 ሰዓት እስከ 7 ከሰዓት እንዲሁም እሑድ 12 እስከ 5 ከሰዓት ነው። ቤተ መፃህፍቶች ለህዝብ ክፍት ከሆኑ በኋላ፡ ሀርድ ቅጂዎች በመደበኛ ቅርንጫፍ ሰዓታት ውስጥ በቤተ መፃህፍት ውስጥ ለመገኘት ይገኛሉ።

የሞንተጎመሪ ካውንቲ፡ የሸቪ ቸይስ የመጽሐፍት ቤት | ደይቪስ (ኖርዝ ቤተሳይዳ) የመጽሐፍት ቤት | ኬንክስተን ፓርክ የመጽሐፍት ቤት | ፖቶማክ የመጽሐፍት ቤት

የፕሪንስ ጆርጅ ካውንቲ፡ ግለናርያን ቅርንጫፍ የመጽሐፍት ቤት | ላርጎ-ኬተሪንግ ቅርንጫፍ የመጽሐፍት ቤት | ኒው ካሮልተን ቅርንጫፍ የመጽሐፍት ቤት | ስፓውልዲንግ ቅርንጫፍ የመጽሐፍት ቤት

የዋሽንግተን ዲሲ የመጽሐፍት ቤት፡ የእይታ ሰዓቶች ከሰኞ እስከ አርብ ከጠዋቱ 1 ሰዓት እስከ 2 ከሰዓት እንዲሁም ከ 3 እስከ 7 ከሰዓት በኋላ ነው። የቤተ መፃህፍት ሰዓቶች ከቀየሩ ሰነዱ በመደበኛ የቅርንጫፍ የስራ ሰዓታት ጊዜ ይገኛል።

የዋሽንግተን ዲሲ የመጽሐፍት ቤት፡ የሸፐርድ ፓርክ የአከባቢ ቤተ መጻሕፍት

የፖስታ ቤት ቢሮ፡ የእይታ ሰዓቶች ከሰኞ እስከ አርብ 9 ጥዋት እስከ 5 ከሰዓት፡ እንዲሁም ቅዳሜ ለ 9 ጥዋት እስከ የተለያዩ ሰዓቶች (እታች ይመለከቱ)

የሞንተጎመሪ ካውንቲ፡ West Lake PO (ቅዳሜ 1 ሰዓት ላይ ይዘጋል)፣ 10421 Motor City Drive, Bethesda, MD 20817 | Rockville PO (ቅዳሜ 4 ሰዓት ላይ ይዘጋል)፡ 500 N Washington Street, Rockville, MD 20850

የፕሪንስ ጆርጅ ካውንቲ፡ Kenilworth PO (ቅዳሜ 12 ሰዓት ላይ ይዘጋል)፣ 6270 Kenilworth Ave, Riverdale, MD 20737 | Hampton Park PO (ቅዳሜ 4 ሰዓት ላይ ይዘጋል) ፣ 9201 Edgeworth Drive, Capitol Heights, MD 20790 | Largo PO (ቅዳሜ በ 3 ፒኤም ይዘጋል)፣ 9801 Apollo Drive, Upper Marlboro, MD 20774 | Temple Hills PO , 4806 Saint Barnabas Rd, Temple Hills, MD 20748

በ DEIS እና JPA ላይ አስተያየት የመስጠት መንገዶች

- የቃል ምስክርነት ለፓነል አድማጮች በአካል ወይም በሩቅ መስመር የሚደረግ ችሎት
- በአካል ቀርበው ለፍርድ ቤቱ ዘጋቢ የቃል ምስክርነት መስጠት
- በአካል ወይም በሩቅ መስመር ለሚካሄደው ችሎት (855-432-1483) በኩል የቃል ምስክርነት ወይም መልእክት በመተው
- በአካል በመቅረብ በአስተያየት ሳጥን ውስጥ የጽሁድ አስተያየቶች ማስገባት

በቃል ችሎቱ ላይ በቃል ይሁን በሌሎች መንገዶች የተሰጡ አስተያየቶች በሙሉ (በአስተያየት ቅፅ፣ በኢሜል፣ እና በደብዳቤ) የተቀበሉት ሁሉም ሰነዶች እኩል ማረጋገጫ ወይም ዋጋ ይሰጣቸዋል ::

አስተያየቶች ከጥቅምት 8 ቀን 2020 በ11:59 ከሰዓት በኋላ ባለው የጊዜ ገደብ መድረስ አለባቸው ::

DEIS ላይ አስተያየት ለመስጠት ሌሎች መንገዶች

- በዚህ ላይ አስተያየት ይተው፡ 495-270-P3.com/DEIS/
- ወዚህ ኢመይል ያድርጉ፡ MLS-NEPA-P3@mdot.maryland.gov
- ስለ DEIS የተጻፈ ደብዳቤ ይላኩ

ሊዛ ቢ ቾፕሊን፣ የዲቢሲያ ዳይሬክተር፣ አይ-495 እና አይ -270 P3 ቢሮ ሜሪላንድ ትራንስፖርት ዲፓርትመንት ሀይዌይ አስተዳደር 707 ሰሜን ካልቨር ጎዳና ደብዳቤ ማቆሚያ P-601፣ ባልቲሞር፣ ኤም ኤም 21202

በJPA ላይ አስተያየት የሚሰጥበት ሌሎች መንገዶች

- በዚህ ኢመይል ይላኩ፡
  john.j.dinne@usace.army.mil (USACE)
  MDE.SHAprojects@maryland.gov (MDE)
- ስለ JPA የተጻፈ ደብዳቤ ይላኩ
  USACE ባልቲሞር ወረዳ አከባቢ፡-MDE
  አቶ ጃክ ዲን 2 Hopkins Plaza
  Baltimore, MD 21201-2930
  ለMDE ዌትላንድ እና የውሃ መንገዶች መርሃ ግብር፡-እቶ ስቲቭ ሀርት 1800 Washington Blvd., Suite 4300 Baltimore, MD 21230

TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation Federal Highway Administration

Maryland Department of the Environment

US Army Corps of Engineers

495 270 MANAGED LANES STUDY



FHWA y MDOT SHA han completado el Borrador de la Declaración de Impacto Ambiental (DEIS, por sus siglas en inglés) y el Borrador de la Sección 4(f) Evaluación para el Estudio de Carriles de Acceso Controlado, con el Aviso de Disponibilidad publicado en el Registro Federal el 10 de julio de 2020. El DEIS incluye tráfico, ambiental, ingeniería y análisis financieros de las Alternativas de construcción y la Alternativa de no construcción. Este DEIS brinda una oportunidad para que el público, los grupos de interés y otras agencias revisen y brinden comentarios sobre la acción federal propuesta y los impactos ambientales adversos y beneficiosos y la mitigación propuesta para los impactos inevitables.

FHWA, MDOT SHA y el Departamento de Medio Ambiente de Maryland (MDE, por sus siglas en inglés) llevarán a cabo seis audiencias públicas conjuntas. El Cuerpo de Ingenieros del Ejército de los EE.UU. (USACE, por sus siglas en inglés) participará en una audiencia el 25 de agosto para cumplir con los requisitos del Departamento del Ejército. También se aceptarán comentarios sobre la Solicitud Conjunta Federal/Estatal (JPA) para la alteración de cualquier planicie de inundación, vía fluvial, humedales de mareas o sin marea en Maryland. USACE es responsable de revisar el JPA según la Ley de Agua Limpia, Sección 404 (b)(1) y MDE es responsable de revisar la Aplicación según el Artículo de Medio Ambiente §5-503 y §5-906, Código Anotado de Maryland.

Los comentarios públicos y de agencias sobre el DEIS y el JPA se aceptarán entre el 10 de julio y las 11:59 P. M. del 8 de octubre de 2020.

Formas de comentar sobre el DEIS y la JPA

- Testimonio oral a panelistas en una audiencia en persona o virtual.
- Testimonio oral al reportero de la corte en persona
- Testimonio oral por correo de voz (855-432-1483) durante el tiempo de audiencia en persona o virtual
- Comentarios escritos en el cuadro de comentarios en la audiencia en persona

Otras formas de comentar sobre el DEIS

- A través del formulario de comentarios en 495-270-P3.com/DEIS/
- Por correo electrónico a MLS-NEPA-P3@mdot.maryland.gov
- Envíe una carta escrita sobre el DEIS a:
  Lisa B. Choplin, DBIA
  Director, Oficina I-495 e I-270 P3
  Maryland Department of Transportation
  State Highway Administration
  707 North Calvert Street
  Mail Stop P-601, Baltimore, MD 21202

Otras formas de comentar sobre la JPA

- Por correo electrónico a:
  john.j.dinne@usace.army.mil (USACE)
  MDE.SHAprojects@maryland.gov (MDE)
- Envíe una carta escrita acerca de la JPA a:

USACE
Baltimore District
Attn: Mr. Jack Dinne
2 Hopkins Plaza
Baltimore, MD 21201-2930

MDE
Wetlands and Waterways Program
Attn: Mr. Steve Hurt
1800 Washington Blvd., Suite 4300
Baltimore, MD 21230

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Disponibilidad de documentos DEIS y JPA

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OFICINAS ESTATALES DE MARYLAND: El horario de revisión es de lunes a viernes de 11 AM a 7 PM, sábados y domingos de 12 a 5 PM

Condado de Montgomery: 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

Condado de Prince George: MDOT SHA District 3 Office, 9300 Kenilworth Avenue, Greenbelt, MD 20770

OFICINAS ESTATALES DE VIRGINIA: El horario de revisión es de lunes a viernes de 9 AM a 4 PM

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

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Washington, DC: Biblioteca Shepherd Park Neighborhood Library

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Condado de Prince George: Kenilworth PO (el sábado cierra a las 12 PM), 6270 Kenilworth Ave, Riverdale, MD 20737 | Hampton Park PO (el sábado cierra a las 4 PM), 9201 Edgeworth Drive, Capitol Heights, MD 20790 | Largo PO (el sábado cierra a las 3 PM), 9801 Apollo Drive, Upper Marlboro, MD 20774 | Temple Hills PO, 4806 Saint Barnabas Rd, Temple Hills, MD 20748

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Audiencias virtuales/en línea

Debido a la actual crisis de salud de COVID-19 y al compromiso de MDOT SHA de proteger al público y a los miembros de la agencia, se invita al público a brindar testimonio público a través de las audiencias virtuales. Se planean cuatro audiencias virtuales de 9 AM a 8 PM:

- **MARTES, 18 DE AGOSTO DE 2020**
- **MARTES, 25 DE AGOSTO DE 2020 (AUDIENCIA OFICIAL USACE)**
- **JUEVES, 20 DE AGOSTO DE 2020**
- **JUEVES, 3 DE SEPTIEMBRE DE 2020**

PROPORCIONE TESTIMONIO PÚBLICO:

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  - Noche (5 – 8 PM)
- Se enviarán instrucciones por correo electrónico para el tiempo de sesión aprobado

VEA LA AUDIENCIA VIRTUAL EN LÍNEA:

- Vaya a 495-270-p3.com/DEIS
- Habrá subtítulos disponibles

SI UD. NO TIENE ACCESO A INTERNET:

- Llame al 855-432-1483, presione * para escuchar las opciones
- Escuche la audiencia virtual en vivo
- Deje su testimonio con un mensaje de voz los días de la audiencia de 9 AM - 8 PM

Audiencia en Persona

Dos audiencias en persona están planificadas de 12 – 9 PM:

- **MARTES, 1 DE SEPTEMBER DE 2020** – Condado de Prince George – Homewood Suites by Hilton, 9103 Basil Court, Largo, MD 20774
- **JUEVES, 10 DE SEPTIEMBRE DE 2020** – Montgomery County – Hilton Executive Meeting Center, 1750 Rockville Pike, Rockville, MD 20852

PROPORCIONE TESTIMONIO PÚBLICO O INDIVIDUAL SOLO POR CITA:

- Regístrese llamando al 833-858-5960.
- Elija testimonio público para panelistas o testimonio individual para reportero de la corte.
- Los participantes registrados recibirán el mismo folleto que se encuentra en el sitio web del Programa.
- Se aplicarán estrictamente los protocolos de distanciamiento social, incluidos el uso requerido de máscara faciales, las estaciones para limpiarse las manos y la capacidad limitada en la sala de audición.
- Llame al 855-432-1483 para escuchar en vivo y/o dejar su testimonio por correo de voz en las fechas de audiencia de 12 a 9 PM.

Nota: MDOT SHA hará que la transcripción de la audiencia esté disponible en el sitio web del Programa en una fecha posterior una vez que se hayan concluido las audiencias; las audiencias podrían posponerse si las condiciones de COVID-19 cambian.

495-270-P3.COM/DEIS

SOLICITUD DE ASISTENCIA:

El Servicio de Retransmisión de Maryland puede ayudar a los usuarios de teletipos por el 7-1-1. Las personas que requieran asistencia para participar, como un intérprete para dificultades auditivas/del habla o asistencia con el idioma inglés, deben comunicarse con el número gratuito del Programa al 833-858-5960 antes del 3 de agosto de 2020.

TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation
Federal Highway Administration

Maryland Department of the Environment

US Army Corps of Engineers

495 270 MANAGED LANES STUDY



FHWA y MDOT SHA han completado el Borrador de la Declaración de Impacto Ambiental (DEIS, por sus siglas en inglés) y el Borrador de la Sección 4(f) Evaluación para el Estudio de Carriles de Acceso Controlado, con el Aviso de Disponibilidad publicado en el Registro Federal el 10 de julio de 2020. El DEIS incluye tráfico, ambiental, ingeniería y análisis financieros de las Alternativas de construcción y la Alternativa de no construcción. Este DEIS brinda una oportunidad para que el público, los grupos de interés y otras agencias revisen y brinden comentarios sobre la acción federal propuesta y los impactos ambientales adversos y beneficiosos y la mitigación propuesta para los impactos inevitables.

FHWA, MDOT SHA y el Departamento de Medio Ambiente de Maryland (MDE, por sus siglas en inglés) llevarán a cabo seis audiencias públicas conjuntas. El Cuerpo de Ingenieros del Ejército de los EE.UU. (USACE, por sus siglas en inglés) participará en una audiencia el 25 de agosto para cumplir con los requisitos del Departamento del Ejército. También se aceptarán comentarios sobre la Solicitud Conjunta Federal/Estatal (JPA) para la alteración de cualquier planicie de inundación, vía fluvial, humedales de mareas o sin marea en Maryland. USACE es responsable de revisar el JPA según la Ley de Agua Limpia, Sección 404 (b)(1) y MDE es responsable de revisar la Aplicación según el Artículo de Medio Ambiente §5-503 y §5-906, Código Anotado de Maryland.

Los comentarios públicos y de agencias sobre el DEIS y el JPA se aceptarán entre el 10 de julio y las 11:59 P. M. del 8 de octubre de 2020.

Formas de comentar sobre el DEIS y la JPA

- Testimonio oral a panelistas en una audiencia en persona o virtual.
- Testimonio oral al reportero de la corte en persona
- Testimonio oral por correo de voz (855-432-1483) durante el tiempo de audiencia en persona o virtual
- Comentarios escritos en el cuadro de comentarios en la audiencia en persona

Otras formas de comentar sobre el DEIS

- A través del formulario de comentarios en 495-270-P3.com/DEIS/
- Por correo electrónico a MLS-NEPA-P3@mdot.maryland.gov
- Envíe una carta escrita sobre el DEIS a:
  Lisa B. Choplin, DBIA
  Director, Oficina I-495 e I-270 P3
  Maryland Department of Transportation
  State Highway Administration
  707 North Calvert Street
  Mail Stop P-601, Baltimore, MD 21202

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TRAFFIC RELIEF PLAN

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STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation
Federal Highway Administration

Maryland Department of the Environment

US Army Corps of Engineers

RESUMEN EJECUTIVO

Descripción general del estudio

¿Qué es el Estudio sobre carriles controlados en la I-495 y la I-270?

El Estudio sobre carriles controlados (Estudio) en la I-495 y la I-270 es el primer elemento del Programa de Asociación Público-Privada (P3) de la I-495 y la I-270. En este estudio se consideran alternativas que abordan la congestión vial dentro del alcance específico del estudio de 48 millas desde la I-495 desde el sur de la George Washington Memorial Parkway en el condado de Fairfax, Virginia, incluidas mejoras en el puente de la Legión Americana sobre el río Potomac, al oeste de la MD 5, y a lo largo de la I-270 desde la I-495 al norte de la I-370, incluidos los ramales este y oeste I-270. La I-495 y la I-270 en Maryland son las dos autopistas más transitadas en dicho estado, cada una con un volumen promedio anual de tránsito diario (AADT) de hasta 260 000 vehículos por día en 2018 (Administración de Carreteras del Estado del Departamento de Transporte de Maryland [MDOT SHA], 2019) (remítase a la **Figura ES-1**).

Figura ES- 1: Tramos del Estudio sobre carriles controlados en la I-495 y la I-270



El estudio evaluó puntos finales racionales, conocidos como terminales lógicas. El estudio se extiende más allá de las terminales lógicas e incluye el área de influencia para los análisis de tránsito y ambientales. Hay tres terminales lógicas para el Estudio de carriles controlados (MLS), tal y como se detalla a continuación:

- **Terminal Oeste:** Se ubica en la I-495, 0.4 millas al sur del intercambio de George Washington Memorial Parkway; permite que las mejoras de la línea principal de la circunvalación exterior que llegan a la George Washington Memorial Parkway se unan y se trasladen a los carriles de la línea principal existente sin causar congestión debido a las salidas y entradas de carriles. Los carriles controlados se conectarían directamente a la extensión propuesta de Express Lanes de Virginia.
- **Terminal Sur:** Se ubica en la I-495, 1.3 millas al oeste de la MD 5; permite que las mejoras de la línea principal de la circunvalación interior que llegan a la MD 5, una carretera norte-sur de acceso regional

controlado, se unan a los carriles de la línea principal existentes antes del sistema expreso local sin causar congestión debido a las salidas, los entrelazamientos y las entradas de carriles.

- **Terminal norte:** Se encuentra en la I-270, a 0.6 millas al norte de la I-370; permite que las mejoras de la línea principal en dirección norte que llegan a la I-370 se unan y se trasladen a los carriles de uso general existentes y al carril para vehículos de alta ocupación (HOV) de manera segura, minimizando la congestión debida a las salidas y entradas de carriles. La I-370 se une con la MD 200, una importante carretera con dirección este-oeste con peaje. El carril para HOV desde las 0.6 millas al norte de la I-370 continuará hasta su terminal actual en la MD 121 (Clarksburg Road), 8 millas al norte de la I-370.

El modelado y análisis del tránsito ha abarcado el siguiente intercambio más allá de estos tres límites como el área de influencia del tránsito. Además, las terminales lógicas para el área de revisión y análisis ambientales se ha ampliado más allá de estas calzadas que se intersecan para tener en cuenta la distancia necesaria para que las mejoras de la línea principal se unan a las operaciones de las calzadas existentes.

¿Quién dirige el estudio?

La Administración Federal de Carreteras (FHWA), en su calidad de Agencia Federal Principal, y la Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA), como patrocinador local del proyecto, han preparado un Borrador de la Declaración de Impacto Ambiental (DEIS) en función de la Ley Nacional de Política Ambiental (NEPA) para el Estudio sobre carriles controlados en la I-495 y la I-270.

U.S. Department of Transportation
Federal Highway Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

¿Qué otras agencias participan en el estudio?

La FHWA y la MDOT SHA han llevado a cabo un extenso trabajo de divulgación con agencias federales, estatales, regionales y locales, además de las partes interesadas y el público en general, durante todo el estudio. Al inicio del estudio, se elaboró un Plan de Coordinación de Agencias. El objetivo del plan fue establecer la estructura y el cronograma para la coordinación con las agencias involucradas durante el estudio (remítase al **capítulo 7** y al **apéndice P** del DEIS para obtener más detalles).

Entre las agencias que participan activamente en el estudio se encuentran las agencias cooperantes y las agencias participantes. Las agencias cooperantes son agencias federales distintas de una agencia principal que tienen jurisdicción por ley o experiencia especial con respecto a cualquier recurso ambiental que pueda verse afectado[1]. Las agencias participantes son cualquier agencia federal, estatal, tribal, regional y local que pueda tener interés en el estudio y el proceso de revisión ambiental[2]. Al inicio del estudio, se invitó a las agencias a ser cooperantes, participantes y notificadas[3]. Hay 8 agencias cooperantes, 18 participantes y 7 notificadas en el estudio. Remítase al **cuadro 7-1** del **capítulo 7** para obtener una lista completa de estas agencias y sus funciones.

Las agencias cooperantes para el estudio son:

[1] Agencia cooperante, tal como se define en Código de Reglamentos Federales (CFR) 40, 1508.5. Una agencia estatal o local con características similares o, cuando los efectos se produzcan en tierras de interés tribal, una tribu nativa estadounidense podrá, por acuerdo con las agencias principales, convertirse también en una agencia cooperante.

[2] Agencia participante tal como se define en el Código de los Estados Unidos (USC) 23, 139(d)

[3] Las agencias notificadas se han definido en este estudio como aquellas que incluyen a todas las demás agencias que puedan tener interés en el estudio o que tengan un papel que aún no se ha determinado. Estas agencias serían notificadas de los hitos del estudio al mismo tiempo que el público y esos puntos de notificación de hitos forman parte del plan de participación pública.

- Cuerpo de Ingenieros del Ejército de los Estados Unidos (USACE), Distrito de Baltimore
- Agencia de Protección Ambiental (EPA) de los Estados Unidos
- Servicio de Parques Nacionales (NPS)
- Comisión Nacional de Planificación de Capital (NCPC)
- Departamento de Medio Ambiente de Maryland (MDE)
- Departamento de Recursos Naturales de Maryland (MDNR)
- Departamento de Transporte de Virginia (VDOT)
- Comisión de Parques y Planificación de Maryland, Área de la Capital Nacional (M-NCPPC)

La FHWA y la MDOT SHA han celebrado reuniones del Grupo de Trabajo Interinstitucional, así como reuniones sobre recursos específicos con las agencias, y seguirán llevando a cabo reuniones con las agencias cooperantes, participantes y otras agencias interesadas para mantenerlas informadas y comprometidas en el proceso de revisión ambiental.

¿Cómo se ha involucrado al público en el estudio?

El público ha participado en cada etapa del proceso y es un componente clave del proceso de la NEPA, incluida la revisión de este DEIS. Hasta la fecha, la MDOT SHA ha involucrado ampliamente al público a través de las siguientes maneras, entre otras:

- talleres públicos de gran alcance
  - cuatro (4) talleres de alcance público
  - cuatro (4) talleres públicos alternativos
  - ocho (8) talleres públicos de alternativas retenidas para su estudio detallado
- reuniones de la asociación comunitaria (21)
- reuniones de partes interesadas y grandes propietarios de tierras (85)
- presentaciones a funcionarios electos regionales, estatales y locales
- mantenimiento activo de listas de correo de funcionarios públicos y electos
- boletines de programas y estudios (3)
- correos electrónicos masivos a funcionarios públicos y electos
- divulgación dirigida a las comunidades desfavorecidas
- redes sociales
- radio
- periódicos regionales y locales
- página web del programa P3 (495-270-p3.com/)

¿Cómo ha afectado la pandemia de la COVID-19 al estudio?

La MDOT SHA reconoce el impacto sustancial del pedido de quedarse en casa debido a la COVID-19 en los patrones actuales de transporte en toda la región. Entendemos que la COVID-19 está afectando a todos los habitantes de Maryland: en la forma en que trabajamos, en cómo pasamos nuestro tiempo libre y en cómo viajamos. Si bien la prioridad número uno de la MDOT es la salud y la seguridad de los habitantes de Maryland, continuamos con nuestros esfuerzos para garantizar que se estén desarrollando mejoras en el transporte para satisfacer las necesidades de nuestro estado, no solo para hoy, sino también para los próximos 20 años y más. Somos conscientes de la reducción del tránsito en interestatales como la I-495 y la I-270 a causa de la orden de quedarse en casa debido a la COVID-19. La MDOT SHA también reconoce la incertidumbre respecto a los niveles de tránsito posteriores al cierre y el uso del tráfico. No existe un modelo definitivo de tránsito que prevea cómo esta pandemia mundial sin precedentes afectará a las

proyecciones futuras del tránsito y al uso del tráfico a largo plazo. La MDOT SHA está comprometida con el seguimiento de las tendencias en el comportamiento de los viajes y el monitoreo de los volúmenes de tránsito a lo largo del tiempo a medida que las empresas y las escuelas comienzan a reabrir lentamente. Evaluaremos y consideraremos toda la información nueva que esté disponible para garantizar que las soluciones satisfagan las necesidades de los habitantes de Maryland ahora y en el futuro.

Borrador de la Declaración de Impacto Ambiental

¿Qué es el Borrador de la Declaración de Impacto Ambiental?

El Borrador de la Declaración de Impacto Ambiental (DEIS) brinda una descripción detallada del propósito y de la necesidad del estudio, las alternativas razonables, las condiciones ambientales existentes y el análisis de los efectos ambientales beneficiosos y adversos previstos y las consecuencias de las alternativas, y la posible mitigación. El DEIS ofrece un análisis comparativo entre la alternativa de no construir y las alternativas de construcción para que los ciudadanos interesados, los funcionarios electos, las agencias gubernamentales, las empresas y otras partes interesadas puedan evaluar los posibles efectos sociales, culturales y ambientales naturales del estudio. El DEIS está respaldado por 19 informes técnicos, que se enumeran en el recuadro de texto contiguo y se adjuntan al documento.

¿Cuáles son los informes técnicos que respaldan al DEIS?

A. declaración de propósito y necesidad
B. informe técnico de alternativas
C. informe técnico de tránsito
D. mapeo de recursos ambientales
E. evaluación de los efectos sobre la comunidad/informe técnico de justicia ambiental
F. Evaluación de la sección 4(f) del borrador
G. informe técnico sobre recursos culturales
H. acuerdo programático de la sección 106 del borrador
I. informe técnico sobre la calidad del aire
J. informe técnico sobre análisis de ruido
K. informe técnico sobre materiales peligrosos
L. informe técnico sobre recursos naturales
M. informe sobre prevención, minimización e impacto (AMR)
N. borrador del plan de mitigación compensatoria
O. informe técnico sobre efectos indirectos y acumulativos
P. informe técnico de participación pública y coordinación de agencias
Q. plan de mitigación conceptual
R. solicitud conjunta de permiso
S. formulario de evaluación ambiental

Tras la circulación del DEIS, se elaborará una Declaración Final de Impacto Ambiental (FEIS). Se identificará en la FEIS la alternativa preferida y se centrará en cualquier análisis y perfeccionamiento adicionales de los datos, así como en responder a las observaciones importantes recibidas sobre el borrador de la EIS. Una vez finalizado el proceso de la EIS, la agencia federal principal emite un registro de decisión (ROD) donde se identifica a la acción seleccionada como resultado del estudio después de considerar una variedad razonable de alternativas y todos los medios factibles para evitar, minimizar o mitigar los daños ambientales.

¿Cuál es el formato del DEIS?

El DEIS ofrece un resumen de los 19 informes técnicos y contiene diez capítulos. En los informes técnicos del estudio que se adjuntan a esta DEIS (**Apéndices A a S**) se incluye documentación detallada de las

condiciones, metodologías, evaluaciones de los efectos y mitigación conceptual existentes, cuando corresponde.

- En el **capítulo 1** se presentan el propósito y la necesidad del estudio. Este capítulo está respaldado por la *Declaración de propósito y necesidad* (**Apéndice A**).
- En el **capítulo 2** se presenta la cronología del desarrollo y el análisis de alternativas para el estudio. Incluye una descripción de las alternativas consideradas y el análisis de selección, incluida la alternativa de no construir. También describe otros elementos comunes de las alternativas de construcción, tales como, límites de perturbaciones (LOD),[4] acceso a carriles controlados, gestión de aguas pluviales, construcción y efectos a corto plazo, elementos de tráfico, consideraciones para peatones y bicicletas, peaje, viabilidad financiera y beneficios de los carriles controlados. Este capítulo está respaldado por el *Informe Técnico de Alternativas* (**Apéndice B**).
- En el **capítulo 3** se presentan las condiciones de tránsito existentes y futuras y los resultados de los análisis operativos de tránsito realizados para cada una de las alternativas de construcción. Este capítulo está respaldado por el *Informe técnico de tránsito* (**Apéndice C**).
- En el **capítulo 4** se presentan las condiciones ambientales existentes (ambiente afectado) identificadas a lo largo de los tramos del estudio, los efectos previstos en los recursos (consecuencias ambientales) y las medidas para evitar, minimizar y mitigar los posibles efectos ambientales, cuando corresponde. Este capítulo está respaldado por los **Apéndices D a R**.
- En el **capítulo 5** se presenta un resumen de la *Evaluación de la sección 4(f) del borrador*, donde se tratan los posibles efectos en los parques públicos, las áreas recreativas y las propiedades históricas importantes de conformidad con la sección 4(f) de la Ley del Departamento de Transporte de los Estados Unidos (USDOT) de 1966. Este capítulo está respaldado por la *Evaluación de la sección 4(f) del borrador* (**Apéndice F**).
- En el **capítulo 6** se presenta la Orden Ejecutiva 13807: *Establecimiento de disciplina y responsabilidad en el proceso de revisión ambiental y permisos para proyectos de infraestructura*[5] que requiere que las agencias federales procesen las revisiones ambientales y las decisiones de autorización para grandes proyectos de infraestructura como «una decisión federal».
- En el **capítulo 7** se presenta un resumen de la divulgación pública y la coordinación de agencias para el Estudio que se ha realizado hasta la fecha. Este capítulo está respaldado por el *Informe técnico sobre la participación del público y la coordinación de las agencias* (**Apéndice P**) y otros apéndices específicos de recursos.
- En los **capítulos 8 y 9** se presenta la lista de preparadores del DEIS y la lista de distribución de agencias, organizaciones y personas a las que se puso a disposición el DEIS para su examen y observación.
- En el **capítulo 10** se presentan las referencias del DEIS.

[4] Los límites de perturbaciones son el límite propuesto dentro del cual se producirían todas las actividades de construcción, acondicionamiento, almacenamiento de materiales, nivelación, limpieza, control de la erosión y los sedimentos, paisajismo, drenaje, gestión de las aguas pluviales, sustitución/construcción de barreras acústicas y actividades relacionadas.

[5] https://www.whitehouse.gov/presidential-actions/presidential-executive-order-establishing-discipline-accountability-environmental-review-permitting-process-infrastructure/

¿Cuáles son algunos términos comunes utilizados en el DEIS?

- Los ***tramos del estudio***, tal como se definen en el marco del estudio, abarcan la I-495 desde el sur de la George Washington Memorial Parkway en el condado de Fairfax (Virginia), incluido el puente de la Legión Americana que cruza el río Potomac, hasta el oeste de la MD 5 en el condado de Prince George, Maryland; y la I-270 desde la I-495 hasta la I-370 en el condado de Montgomery, incluidos los ramales este y oeste de la I-270 al norte de la I-495. (Remítase al **capítulo 1** para obtener más detalles).

- El ***límite del estudio de tramos*** se delimitó como 48 millas de largo y aproximadamente 300 pies a ambos lados de la línea central de la I-495 e I-270. Se utilizó para definir el área de recopilación de datos a fin de reunir información sobre las condiciones ambientales existentes. El límite del estudio de tramos se utilizó en las investigaciones de los recursos ambientales de Recursos Naturales, resumidas en las **secciones 4.11 a 4.20 del capítulo 4**, y parques y recursos en la sección 4(f) resumidos en la **sección 4.4 y el capítulo 5**.

- Los ***límites de perturbaciones (LOD)*** se definieron para cada alternativa de construcción como el límite propuesto dentro del cual se producirían todas las actividades de construcción, acondicionamiento, almacenamiento de materiales, nivelación, limpieza, control de la erosión y los sedimentos, paisajismo, drenaje, gestión de las aguas pluviales (SWM), sustitución/construcción de barreras acústicas y actividades relacionadas. (remítase al **capítulo 2, sección 2.7.4**).

¿Cuáles son las maneras de formular observaciones sobre el DEIS y el documento borrador de la sección 4(f)?

La FHWA y la MDOT SHA invitan a funcionarios electos, gobiernos estatales y locales, otras agencias federales, gobiernos tribales nativos estadounidenses, organizaciones y miembros del público interesados a aportar comentarios sobre el DEIS y la Evaluación de la sección 4(f) del borrador. Se pueden consultar y descargar el DEIS del estudio y los informes técnicos desde el sitio web del proyecto en: https://495-270-p3.com/DEIS/

El período de comentarios públicos abre el 10 de julio de 2020 y continuará hasta el 8 de octubre de 2020. *Los comentarios escritos y orales se tendrán en cuenta de la misma manera*; la FHWA revisará todos ellos, los tendrá en cuenta y responderá a todas las observaciones importantes recibidas o que lleven un sello postal anterior a esa fecha en la preparación del FEIS. Los comentarios que se reciban o que lleven el sello postal después de esa fecha se examinarán y tendrán en cuenta en la medida de lo posible. Se llevará a cabo una serie de audiencias públicas virtuales y presenciales al menos 30 días después del aviso de disponibilidad. Remítase a https://495-270-p3.com/DEIS/ para obtener la información más reciente sobre las fechas y los sitios de las audiencias públicas.

Se pueden hacer comentarios sobre el DEIS mediante:

- testimonio oral en una de las audiencias públicas en la sala de audiencias principal
- testimonio oral ante un portavoz del tribunal en una audiencia pública hecha en privado en una sala separada
- formulario de comentarios del DEIS en https://495-270-p3.com/DEIS/
- correos electrónicos a MLS-NEPA-P3@mdot.maryland.gov
- comentarios escritos sobre un formulario de comentario en una audiencia pública

- cartas a Lisa B. Choplin, el Instituto de Diseño y Construcción de los Estados Unidos (DBIA), el director del programa P3 I-495 e I-270, la oficina del P3 I-495 e I-270, 707 North Calvert Street, correspondencia P-601, Baltimore MD 21202

¿Cuál es el propósito y la necesidad del estudio?

El propósito y la necesidad del estudio se elaboraron mediante un proceso amplio que incluyó el análisis de estudios anteriores, un examen de los planes regionales existentes y un análisis de las condiciones ambientales y socioeconómicas de la región. En el **apéndice A** figura la declaración completa del propósito y la necesidad que acordaron las agencias cooperantes[6] en noviembre de 2018.

El propósito del estudio es desarrollar soluciones de gestión de la demanda de viajes que aborden la congestión, mejore la confiabilidad de los viajes en la I-495 y laI-270 dentro de los límites del estudio, y mejoren la movilidad y la conectividad multimodal existente y prevista.

Las necesidades del estudio son:

- ajustar el tránsito existente y el crecimiento del tránsito a largo plazo
- mejorar la confiabilidad de los viajes
- brindar opciones adicionales de viaje en calzadas
- ajustar la seguridad nacional
- mejorar la circulación de bienes y servicios

Además de las necesidades, se identificaron dos metas para el estudio: (1) el uso de enfoques alternativos de financiación para la viabilidad financiera y (2) la responsabilidad ambiental. Remítase al **capítulo 1** y al **Apéndice A** para obtener información adicional sobre el propósito y la necesidad del estudio.

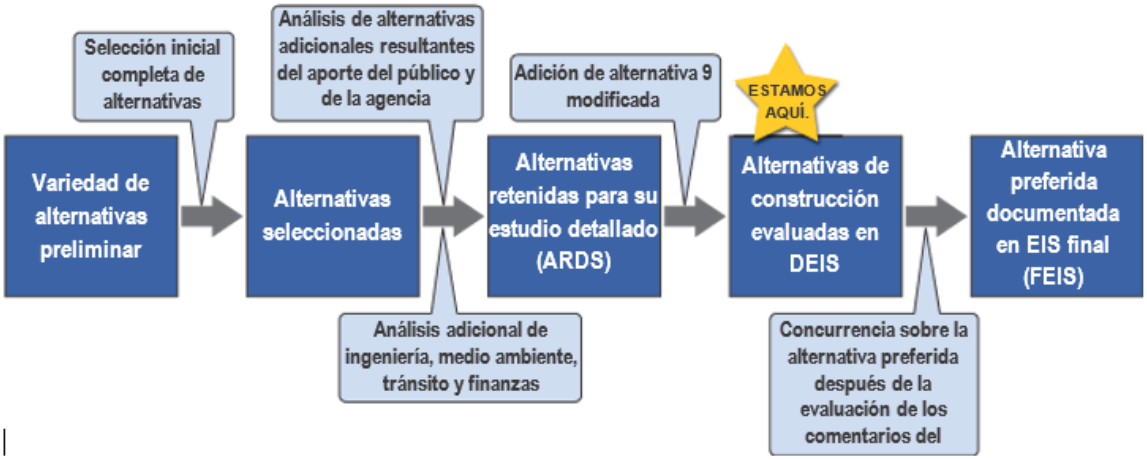
Alternativas consideradas

¿Cuál es el proceso para examinar las alternativas consideradas?

El desarrollo y el análisis de las alternativas pueden describirse mediante un proceso de cinco pasos que reduce el espectro preliminar de alternativas en consideración a la alternativa preferida (remítase a la **figura ES- 2**). Los primeros cuatro pasos se presentan en este DEIS y el último paso se documentará en el FEIS. Este proceso se llevó a cabo en colaboración con las agencias asociadas e incluyó una revisión pública. A través de una serie de pasos analíticos, así como de la revisión realizada por las agencias y el público, estas alternativas preliminares se redujeron a las alternativas seleccionadas y luego a las alternativas retenidas para su estudio detallado (ARDS) (remítase al **capítulo 2**). En general, en la NEPA, el término ARDS se refiere únicamente a aquellas alternativas retenidas para su estudio detallado; sin embargo, en este DEIS se estudiaron en detalle alternativas adicionales y se presentan los datos sustanciales analizados. Las alternativas que se estudiaron en detalle, que cumplieron con el propósito y la necesidad y que se consideraron razonables se denominan alternativas de construcción. A medida que aumentó el nivel de detalle de diseño y análisis, disminuyó el número de alternativas consideradas.

[6] La NCPC solo estuvo de acuerdo con el propósito y la necesidad; la NCPC de Maryland (M-NCPPC) no estuvo de acuerdo con el propósito y la necesidad.

Figura ES- 2: Proceso de selección de alternativas



¿Cuál fue la gama preliminar de alternativas consideradas?

Se identificó una gama de 15 alternativas preliminares basadas en estudios y documentos de planificación anteriores y pertinentes, y los aportes recibidos durante el proceso de análisis de la NEPA por parte del público y de las agencias reguladoras federales, estatales y locales. La gama preliminar de alternativas incluía:

- Alternativa 1: no construir
- Alternativa 2: gestión de sistemas de transporte/gestión de la demanda de transporte (TSM/TDM)
- Alternativa 3: agregar un carril de uso general (GP)
- Alternativa 4: agregar un carril para HOV en ambas direcciones en la I-495 y mantener el carril HOV existente en ambas direcciones en la I-270
- Alternativa 5: agregar una red de carriles controlados pagos[7] en ambas direcciones en la I-495 y convertir un carril para HOV existente en ambas direcciones en un carril controlado pago en la I-270
- Alternativa 6: agregar dos carriles de GP en ambas direcciones en la I-495 e I-270
- Alternativa 7: agregar dos carriles para HOV en ambas direcciones en la I-495, conservar un carril para HOV existente y agregar un carril para HOV en ambas direcciones en la I-270
- Alternativa 8: agregar dos carriles controlados pagos en ambas direcciones en la I-495, agregar un carril controlado pago en ambas direcciones y conservar un carril para HOV existente en ambas direcciones en la I-270
- Alternativa 9: agregar dos carriles controlados pagos en ambas direcciones en la I-495, convertir un carril para HOV existente en un carril controlado pago y agregar un carril controlado pago en ambas direcciones en la I-270

[7] Sobre la base de los aportes del público y de las agencias, la MDOT SHA definió los carriles controlados pagos como carriles de peaje de alta ocupación (HOT) o carriles de peaje exprés (ETL) y las descripciones de las alternativas se modificaron conforme a ello.

- Alternativa 10: agregar dos carriles controlados pagos en ambas direcciones en la I-495 y la I-270 y conservar un carril para HOV existente en ambas direcciones en la I-270 solamente
- Alternativa 11: separar físicamente el tránsito mediante carriles C-D agregando dos carriles de GP en ambas direcciones en la I-495
- Alternativa 12A: convertir el carril de GP existente de la I-495 en un carril de flujo contrario durante los períodos pico
- Alternativa 12B: convertir el carril para HOV existente de la I-270 en un carril de flujo contrario durante los períodos pico
- Alternativa 13A: agregar dos carriles controlados reversibles y pagos en la I-495
- Alternativa 13B: convertir los carriles para HOV existentes en dos carriles controlados reversibles y pagos en la I-270
- Alternativa 13C: agregar dos carriles controlados reversibles y pagos y conservar un carril para HOV existente en ambas direcciones en la I-270
- Alternativa 14A: tráfico ferroviario[8] pesado
- Alternativa 14B: tráfico ferroviario ligero[9]
- Alternativa 14C: guía fija de tránsito rápido de autobuses (BRT)[10] fuera de la alineación de la calzada existente.
- Alternativa 15: agregar un carril exclusivo para autobuses en la I-495 y la I-270

El análisis de la gama preliminar de alternativas se completó aplicando criterios de selección a cada alternativa relacionada con el propósito y la necesidad del estudio, remítase al **capítulo 2**, **sección 2.5**. Se realizó una evaluación cualitativa de estos criterios mediante información fácilmente disponible (datos disponibles de fuentes existentes). En esta etapa del proceso solo se dejó de considerar una alternativa si la información disponible demostraba claramente que no cumplía con el propósito y la necesidad del estudio. Las alternativas seleccionadas se identificaron como aquellas que cumplían los criterios de selección o requerían un análisis adicional para determinar su capacidad para cumplir con el propósito y la necesidad. La selección inicial de alternativas se documentó en el *Informe técnico de Alternativas* (**Apéndice B**). Remítase al **capítulo 2, sección 2.4** para obtener más detalles sobre las alternativas preliminares.

¿Cuáles fueron las alternativas seleccionadas que se consideraron?

Las alternativas seleccionadas se presentaron al público a través del sitio web del programa mediante documentación escrita y un video en febrero de 2019 e incluyeron:

- Alternativa 1: no construir. Aunque esta alternativa no cumple con el propósito y la necesidad del estudio, en consonancia con los requisitos de la NEPA, se llevó adelante para una evaluación más detallada que sirviera de base para comparar las otras alternativas.

[8] El transporte ferroviario pesado es un modo de servicio de tráfico (también llamado subterráneo, metro, tráfico rápido o ferrocarril rápido) que funciona en un ferrocarril eléctrico con capacidad para un gran volumen de tránsito. Se caracteriza por la alta velocidad y la rápida aceleración de los vagones de pasajeros que funcionan individualmente o en trenes de varios vagones sobre rieles fijos.

[9] El transporte ferroviario ligero es un modo de servicio de tráfico (también llamado tranvía o trolebús) que funciona con vagones de pasajeros individualmente (o en trenes cortos) sobre rieles fijos. Los vehículos ferroviarios ligeros suelen ser conducidos eléctricamente, con la energía extraída de una línea eléctrica aérea a través de un trolebús o un pantógrafo y conducida por un operario a bordo del vehículo.

[10] El tráfico rápido de autobuses es un sistema de tráfico de alta calidad basado en autobuses que ofrece un servicio rápido y eficiente que puede incluir carriles exclusivos, carriles para autobuses, prioridad en las señales de tránsito, recaudación de tarifas a bordo, plataformas elevadas y estaciones mejoradas.

- Alternativa 5: una red de carriles controlados de HOT.
- Alternativa 8: red de dos carriles controlados de ETL en la I-495, y una red de carriles de ETL y una red de HOV en la I-270.
- Alternativa 9: red de dos carriles controlados de HOT.
- Alternativa 10: red de dos carriles controlados de ETL en la I-495 e I-270 y conservar un carril de HOV en la I-270 únicamente.
- Alternativa 13B: red de dos carriles controlados de HOT en la I-495 y dos carriles controlados reversibles de HOT en la I-270.
- Alternativa 13C: red de dos carriles controlados de ETL en la I-495 y dos carriles controlados reversibles de ETL en la I-270, y conservar un carril de HOV en la I-270 únicamente.

Se completaron análisis adicionales de ingeniería, de tránsito, financieros y ambientales, que se utilizaron para determinar la razonabilidad de las alternativas seleccionadas que se llevarán a cabo como las ARDS. Las alternativas retenidas para su estudio detallado (SDRA) recomendadas incluyeron todas las alternativas seleccionadas y fueron presentadas en los talleres públicos de primavera de 2019. Después de estos talleres, se analizaron más a fondo las ARDS recomendadas, y se dejó de considerar la alternativa 5.

¿Por qué se dejó de considerar la alternativa 5?

Se identificó la alternativa 5 como una alternativa seleccionada y se consideró la posibilidad de agregar un carril controlado pago en ambas direcciones en la I-495 y convertir un carril del HOV existente en ambas direcciones en un carril controlado pago en la I-270. En respuesta a los comentarios de las agencias y a los aportes del público, la MDOT SHA y la FHWA evaluaron más a fondo el análisis detallado de la alternativa 5 y descubrieron que sería la peor de las alternativas seleccionadas para la mayoría de los parámetros utilizados para evaluar el tránsito existente y el crecimiento de este a largo plazo y la confiabilidad del viaje, y que sería la peor de las alternativas examinadas en cuanto a demora en todo el sistema, tiempo de viaje en el tramo, la densidad/el nivel de servicio[11] y el tiempo de viaje (carriles de uso general). Además, la alternativa 5 no cumplía el objetivo de viabilidad financiera, ya que para su realización se necesitaría un importante subsidio público. Sobre la base de los resultados del análisis financiero y las deficiencias para abordar el tránsito existente, el crecimiento de este a largo plazo y la fiabilidad de los viajes, la FHWA y la MDOT SHA determinaron que la alternativa 5 no era razonable ya que no cumplía con el propósito y la necesidad del estudio, y no se llevó a cabo como una ARDS para el estudio. Sin embargo, para facilitar las decisiones de las agencias cooperantes sobre sus acciones y para ser transparentes, la alternativa 5 se incluye en la comparación de impactos en los **capítulos 3** y **4** de este DEIS. Los resultados de la selección de alternativas y la justificación de la identificación de las ARDS se resumen en el **capítulo 2, secciones 2.5** y **2.6**, y se documentan en el *Informe Técnico de Alternativas* (**apéndice B**).

¿Qué otras alternativas se han considerado?

Alternativa de desvío MD 200

Después de los talleres públicos de la primavera de 2019 y de las reuniones de las agencias, varias agencias cooperantes y participantes solicitaron que la MDOT SHA evaluara una alternativa (la alternativa de desvío MD 200) que brindara una ruta alternativa para que los viajeros utilizaran la MD 200 (conector entre condados) en lugar de la parte superior de la I-495 entre la I-270 y la I-95 para evitar o reducir los impactos sobre los recursos regulados importantes y las reubicaciones residenciales.

[11] El nivel de servicio (LOS) es una calificación en letra asignada a un tramo de calzada que mide la calidad del flujo de tránsito, que va desde el LOS A hasta LOS F.

A corto plazo, la premisa de esta alternativa tiene mérito debido a la capacidad actualmente disponible en la MD 200, una instalación de la Autoridad de Transporte de Maryland (MDTA). Por ello, la MDOT SHA está trabajando con la MDTA para fomentar el tránsito desde puntos situados al norte de la I-95 con destino al puente de la Legión Americana o más adelante (y en sentido inverso) a utilizar la MD 200 para aprovechar la capacidad sobrante a corto plazo y posiblemente ofrecer cierto alivio a la parte superior de la I-495. En un intento por desviar parte de este tránsito, la MDOT SHA ha propuesto a la MDTA que provea tiempos de viaje para la I-495 y la MD 200 mediante el uso de los carteles de mensajes dinámicos existentes. Si los tiempos de viaje indican que el este es más corto en la MD 200 y el peaje es conveniente para los viajeros, entonces ellos pueden optar por desviar hacia la MD 200.

Sin embargo, al abordar el propósito y la necesidad del estudio, la alternativa de desvío MD 200 también debe tener en cuenta el crecimiento del tránsito *a largo plazo*, mejorar la fiabilidad de los viajes y mejorar el transporte de bienes y servicios. En el año de diseño 2040, los resultados del análisis de tránsito indicaron que la alternativa de desvío MD 200 tendría un peor desempeño que la mayoría de las alternativas seleccionadas en muchos de los parámetros utilizados para evaluar lo razonable de las alternativas. La alternativa de desvío MD 200 no abordaría el propósito y la necesidad del estudio de tener en cuenta el crecimiento del tránsito a largo plazo, mejorar la fiabilidad de los viajes o mejorar el transporte de bienes y servicios. En la **sección 2.5.3.b del capítulo 2** se incluye un resumen del análisis de la alternativa de desvío MD 200 y se documenta en el *Informe Técnico de Alternativas* (**Apéndice B**).

Alternativa 9 modificada (9M)

La MDOT SHA y la FHWA evaluaron una alternativa adicional después de identificar las ARDS denominada alternativa 9 modificada (alternativa 9M) en respuesta a los comentarios públicos y de las agencias sobre las ARDS. La alternativa 9M consistiría en una combinación de la alternativa 5 y la alternativa 9 en un esfuerzo por evitar o reducir los impactos en los recursos ambientales y las reubicaciones de propiedades sensibles en la parte superior de la I-495 (ramal oeste de la I-270 e I-95). El análisis se completó para determinar si esta alternativa, que incluye una reducción de carriles en la parte superior de la I-495, cumpliría suficientemente con el propósito y la necesidad del estudio. En general, la alternativa 9M sería una combinación de estas dos alternativas seleccionadas con la diferencia principal de que en la parte superior de la I-495 entre el ramal oeste de la I-270 y la I-95 se agregaría un carril de HOT en lugar de dos carriles de HOT en ambas direcciones.

La alternativa 9M se evaluó con el mismo nivel de detalle que las alternativas seleccionadas y se descubrió que cumple con el propósito y la necesidad del estudio, por lo que se incluye como una alternativa razonable en este DEIS. En el **capítulo 2, sección 2.6.4** se incluye un resumen del análisis de la alternativa 9 modificada y se documenta en el **Apéndice B** del *Informe Técnico de Alternativas* (**Apéndice B**).

¿Cuáles son las alternativas retenidas y analizadas en el DEIS?

Se consideraron análisis preliminares de ingeniería junto con análisis adicionales de tránsito, financieros y ambientales para determinar la razonabilidad de las alternativas seleccionadas a llevarse a cabo como ARDS. En este DEIS se presentan el análisis adicional y la comparación de impactos entre las ARDS, en adelante denominadas como **alternativas de construcción**, y la alternativa de no construir. Las alternativas retenidas y analizadas en el DEIS se resumen en el **cuadro ES-** 1. Remítase al **capítulo 2** para un ver una discusión adicional sobre el desarrollo de las alternativas para este estudio.

Cuadro ES- 1: Alternativas retenidas y analizadas en el DEIS

Alternativa	Descripción
Alternativa 1	No construir
Alternativa 8	Red de 2 carriles controlados de ETL en la I-495 y 1 carril controlado de HOV y 1 de ETL en la I-270
Alternativa 9	Red de 2 carriles controlados de HOT tanto en la I-495 como en la I-270
Alternativa 9 modificada (9M)	Red de 2 carriles controlados de HOT en los lados oeste y este de la I-495 y en la I-270; 1 carril controlado de HOT en la parte superior de la I-495
Alternativa 10	Red de 2 carriles controlados de ETL en la I-495 e I-270 más 1 carril controlado de HOV en la I-270 solamente
Alternativa 13B	Red de 2 carriles controlados de HOT en la I-495; red de carriles controlados reversibles de HOT en la I-270
Alternativa 13C	Red de 2 carriles controlados de ETL en la I-495, red de carriles controlados reversibles y 1 carril controlado de HOV en la I-270

La alternativa de no construir no cumple con el propósito y la necesidad del estudio, pero se conservó para su comparación con las otras alternativas. Los resultados de la selección de alternativas y la razón para la identificación de las alternativas retenidas y analizadas en el DEIS se resumen en el **capítulo 2, sección 2.5** y se documentan en el *Informe Técnico de Alternativas* (**Apéndice B**).

¿Qué componentes de tráfico se incluyen en las alternativas de construcción?

Si bien se determinó que las alternativas de tránsito independientes no cumplen con el propósito y la necesidad del estudio, cada alternativa de construcción incluye los siguientes elementos de tráfico en consonancia con el propósito del proyecto de mejorar la movilidad y la conectividad multimodal existente y prevista:

- permitir el uso gratuito de autobuses en los carriles controlados para brindar un aumento en la velocidad de viaje, la seguridad de un viaje confiable y la conexión con el servicio/sistema local de autobuses en arterias que se conectan directamente con centros de actividad y económicos.

- adaptar las conexiones directas e indirectas con las estaciones de tránsito existentes y el desarrollo orientado al tránsito planeado en el metro de Silver Spring/ los Viajeros regionales del área de Maryland (MARC) (US 29), el metro de Shady Grove (I-370), el metro de Twinbrook (Wootton Parkway), el Centro de Tránsito del Centro Comercial Montgomery (Westlake Terrace), el metro del Centro Médico (MD 187 y MD 185), el MARC de Kensington (MD 185), el metro de Greenbelt/MARC (Cherrywood Lane), el metro de New Carrollton/MARC/Amtrak (US 50), el metro del Centro de Largo Town (MD 202 y MD 214), y el metro de Branch Avenue (MD 5).

Estos elementos también están siendo considerados por el *Grupo de trabajo de tránsito*, en el que participan representantes de las jurisdicciones de tráfico y planificación que se vieron afectadas directa e indirectamente por el programa P3, incluidos los condados de Montgomery, Prince George, Frederick, Howard, Anne Arundel y Charles, así como el autobús de transporte público de la Administración de Transporte de Maryland (MTA) del MDOT, MARC y la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA), la oficina de planificación y programación de capital del secretario del MDOT, la MDOT SHA, la FHWA, la Administración Federal de Tránsito (FTA) y el Consejo de Gobiernos del Área Metropolitana de Washington (MWCOG). Iniciado en mayo de 2019, el Grupo de trabajo de tránsito se reunió ocho veces para brindar información sobre los servicios de tránsito existentes y ayudar a identificar

oportunidades viables para que el tránsito utilice los carriles controlados (remítase al **capítulo 2, sección 2.7.6**).

El *Informe de Coordinación del Servicio de Tránsito* se puso a disposición del público en junio de 2020 en el sitio web del Programa P3 (https://495-270-p3.com/transit-benefits/) y se está utilizando para informar a los condados afectados y a los proveedores de servicios de tránsito sobre las importantes oportunidades de tránsito que ofrecen los carriles controlados, como las estrategias para maximizar los beneficios de la fiabilidad y la velocidad; proporcionar una base para la evaluación y el establecimiento de prioridades de las futuras necesidades de capital y de funcionamiento en la zona de servicios; e iniciar debates sobre las formas de incorporar los servicios de tránsito regionales en el Programa P3.

¿La sustitución del puente de la Legión Americana es parte del Estudio sobre carriles controlados?

Sí, todas las alternativas de construcción incluyen el reemplazo completo del puente de la Legión Americana por un nuevo puente más ancho (no el ensanchamiento del puente existente). El puente existente tiene casi 60 años de antigüedad y eventualmente tendría que reemplazarse durante las próximas décadas, independientemente de este estudio. El nuevo puente se construirá por etapas para mantener el mismo número de carriles existentes en todo momento, por lo que el nuevo puente se reemplazará en la misma ubicación existente.

¿Cómo se han considerado los comentarios públicos sobre las alternativas?

Hasta la fecha, se ha alentado al público y a las partes interesadas a que comenten sobre el alcance del estudio, el propósito y la necesidad, la variedad de alternativas, la selección inicial de alternativas, las medidas de prevención y minimización del medio ambiente y los bienes, y las posibles medidas de mitigación. A través del proceso de participación pública, la MDOT SHA ha examinado detenidamente los comentarios recibidos e incorporado ciertos elementos en el estudio, entre otros: la eliminación de los carriles existentes de recolección y distribución en la I-270 para reducir al mínimo las necesidades de derecho de paso a lo largo de la I-270; el compromiso de crear un sendero peatonal a lo largo del nuevo puente de la Legión Americana; la eliminación o creación de lugares de acceso directo a ciertos carriles controlados; la eliminación de la reubicación del arroyo Rock Creek para reducir al mínimo los impactos en este importante recurso; el compromiso de sustituir todas las barreras acústicas existentes; y la incorporación de ciertos elementos de tránsito, al tiempo que se sigue coordinando con los proveedores de tránsito locales para ofrecer oportunidades adicionales de adaptar la conectividad y la movilidad multimodal existente y prevista. Para abordar los comentarios recibidos del público y de las agencias sobre las alternativas retenidas recomendadas para su estudio detallado (ARDS) y para evitar o minimizar los impactos ambientales y comunitarios a lo largo de la parte superior de la I-495, la MDOT SHA analizó alternativas adicionales, incluida la alternativa de desvío MD 200 (ICC) y la alternativa 9 modificada. Los resultados de estos análisis pueden encontrarse en los **capítulos 2, 3 y 4**, así como la *Evaluación de la sección 4(f) del borrador* en el **Apéndice F**.

Peaje

¿Por qué los nuevos carriles necesitan peaje y por qué el Estado necesita un desarrollador para construirlos?

El Estado de Maryland no tiene los fondos para construir mejoras de esta magnitud con un costo estimado de aproximadamente $ 8 a $ 10 000 millones. Además, incluso si se pagan los préstamos mediante los peajes, el Estado no tiene suficiente capacidad de fianza para pedir préstamos para pagar las mejoras. Por

lo tanto, el Estado seleccionará a un desarrollador a través de un proceso competitivo y establecerá un acuerdo P3 por el cual el desarrollador diseñará, construirá, financiará, administrará y mantendrá los carriles controlados durante un plazo mediante los ingresos del peaje. La MDOT SHA continuaría siendo propietaria de todos los carriles en la I-495 e I-270 y garantizará que la carretera cumpla con su función de transporte prevista.

¿Cómo funcionarán los carriles controlados con peaje?

Todas las alternativas de construcción incluyen peaje dinámico para los carriles controlados (HOT o ETL) durante todo el estudio. Las tarifas de peaje se ajustarán dinámicamente dentro del rango aprobado y pueden cambiar en respuesta a las variaciones en tiempo real de las condiciones de tránsito cada 5 a 15 minutos. Los peajes se cobrarán electrónicamente a la velocidad de la carretera, sin puestos ni cabinas de peaje, ni pagos en efectivo. Mediante este enfoque, se gestionará el flujo de tránsito, se reducirá la congestión y se mantendrá una velocidad mínima de funcionamiento media de 45 mph en los carriles controlados.

¿Cómo se establecerán las tarifas de peaje?

Los rangos de las tarifas de peaje se fijarán según el proceso descrito en el Código de Regulaciones de Maryland (COMAR) 11.07.05: aviso público de las revisiones de los horarios de peaje, incluido el aporte del público. En general, se desarrollará un rango recomendado de tarifas de peaje para gestionar el tránsito y garantizar que las instalaciones puedan cumplir los requisitos necesarios de funcionamiento del tránsito. El rango de tarifas de peaje incluirá un límite máximo por milla. El rango recomendado de tarifas de peaje se presentará a los miembros de la Junta de la MDTA para su revisión. Se llevarán a cabo audiencias públicas y un período mínimo de 60 días para que el público aporte comentarios a fin de que tenga la oportunidad de brindar observaciones sobre el rango de tarifas de peaje. Los comentarios del público se resumirán para los miembros de la Junta de la MDTA (incluidas las revisiones propuestas, si es necesario) y esta votará sobre el rango de tarifas de peaje. Una vez abiertos los carriles controlados, las tarifas de peaje se ajustarán dinámicamente dentro del rango de tarifas de peaje aprobado por la MDTA para garantizar que se cumplan los requisitos de rendimiento de tránsito y de los carriles.

¿Cuáles pueden ser las tarifas de peaje?

El estudio de planificación y el DEIS no recomiendan los rangos de tarifas de peaje finales propuestos para los carriles controlados; sin embargo, las posibles tarifas de peaje se estimaron para cumplir los objetivos del estudio (gestionar la demanda de tránsito y la congestión en la I-270 y la I-495, y garantizar unas 45 mph en carriles controlados) y para determinar si las alternativas de construcción serían viables a nivel financiero. Por lo tanto, solo con fines de planificación, las tarifas de peaje promedio estimadas por milla en días de semana (en $ en 2020) en todos los períodos para los automóviles de pasajeros que utilizan un transpondedor E-ZPass para el año de apertura estimado (2025) fueron: $ 0.70/milla para la alternativa 8; $ 0.69/milla para la alternativa 9; $ 0.77 para la alternativa 9M; $ 0.68/milla para la alternativa 10; $ 0.73/milla para la alternativa 13B; y $ 0.71/milla para la alternativa 13C. En última instancia, los rangos de tarifas de peaje serán establecidos por la junta de la MDTA después de la revisión y los comentarios del público. No se prevé que los impactos ambientales y comunitarios descritos en este DEIS sean sustancialmente diferentes una vez que se apruebe el rango final de tarifas de peaje porque el proceso de modelado para estimar las posibles tarifas de peaje a nivel de planificación es similar al proceso de modelado para respaldar el análisis de las tarifas de peaje que se presentarán a la MDTA para que la Junta las analice.

Transporte y tránsito

¿Qué es un carril controlado?

Las instalaciones de carreteras utilizan estrategias, como las restricciones de uso de carriles o la fijación de precios por congestión, para optimizar la cantidad de vehículos que pueden circular por la carretera a fin de mantener una velocidad de flujo libre. Los carriles controlados están diseñados para funcionar a un nivel aceptable de servicio incluso cuando los carriles adyacentes de uso general están congestionados. Los carriles controlados ofrecen a los conductores una opción más fiable para llegar a su destino, ya que se gestionan para controlar la cantidad de vehículos que utilizan el carril a fin de mantenerlos en circulación. Los carriles controlados pueden incluir, entre otros: carriles de HOV, carriles de HOT, ETL, y carriles exclusivos para autobuses.

¿Qué análisis de tránsito se realizó para el estudio?

Se realizaron análisis operativos detallados de tránsito para cada una de las alternativas de construcción a fin de evaluar su capacidad para cumplir con el propósito y la necesidad del estudio en el año de diseño 2040. La metodología de evaluación incluyó un proceso de tres etapas. En primer lugar, se elaboró un modelo regional de previsión para cada una de las alternativas de construcción utilizando el modelo de demanda de viajes del Consejo de Gobiernos del área metropolitana de Washington (modelo del Consejo de Gobiernos del área metropolitana de Washington [MWCOG]), que es el modelo habitualmente utilizado por la MDOT SHA y otras agencias de transporte para evaluar los proyectos en la zona metropolitana de Washington D. C. Se utilizó la versión 2.3.71 del modelo del MWCOG, que fue la última versión disponible cuando se inició el análisis. A continuación, se utilizaron los resultados del modelo del MWCOG para elaborar proyecciones equilibradas del volumen de tránsito para el año de diseño 2040 para cada segmento de la calzada y la circulación en las rampas dentro de los límites del estudio para cada alternativa de construcción durante los períodos pico. Finalmente, se desarrollaron modelos de simulación de tránsito para cada una de las alternativas de construcción utilizando el software VISSIM para determinar el rendimiento operativo proyectado de varios parámetros claves durante el período pico matutino (6.00 a. m. a 10.00 a. m.) y el período pico de la tarde (3.00 p. m. a 7.00 p. m.).

¿Cuáles son los resultados de los análisis operativos de tránsito?

La evaluación operativa del tránsito del año de diseño 2040 para cada alternativa se resume a continuación y se presenta en el **capítulo 3** de este DEIS.

- La **alternativa 1 (no construir)** no abordó ninguna de las cuestiones operacionales experimentadas en las condiciones existentes, y no logró hacer frente al crecimiento del tránsito a largo plazo, lo que da lugar a velocidades de viaje lentas, retrasos, tiempos de viaje largos y una red poco fiable.

- Se determinó que la **alternativa 5** no era razonable, ya que no cumple con el propósito y la necesidad del estudio debido a las deficiencias para abordar el tránsito existente y su crecimiento a largo plazo y la fiabilidad de los viajes. Sin embargo, los resultados de la alternativa 5 se han incluido en este DEIS únicamente con fines de comparación. Remítase al *Informe Técnico de Alternativas* (**Apéndice B**) para obtener más información.

- **Las alternativas 8, 13B** y **13C** superaron a la alternativa de no construir en cada parámetro. Sin embargo, estas alternativas no quedaron en primer lugar en ninguno de los parámetros operacionales estudiados y, por lo tanto, solo se espera que brinden beneficios moderados.

- La **alternativa 9M** no se incluyó originalmente como alternativa de construcción, pero se ha evaluado con el mismo nivel de detalle. Esta alternativa se estudió como una combinación de las alternativas 5 y 9. Remítase al **capítulo 2, sección 2.6.4** y al *Informe Técnico de Alternativas* (**apéndice B**) para obtener más información. La alternativa 9M superó a la alternativa 1 en todos los parámetros, pero no quedó en primer lugar en ninguno de los parámetros operacionales estudiados, de manera similar a las alternativas 8, 13B y 13C.

- Las **alternativas 9 y 10** funcionaron correctamente de manera regular en todos los parámetros operacionales estudiados, y ambas ocuparon el primer lugar en tres de los seis parámetros claves. La alternativa 9 mostró los mejores resultados en términos de velocidad promedio, LOS, y efecto en la red local. La alternativa 10 fue la mejor opción en términos de retraso, índice de tiempo de viaje y rendimiento. Se espera que estas dos alternativas brinden los mejores beneficios operacionales para el área de Estudio sobre carriles controlados en la I-495 y la I-270 y la red de transporte circundante. Remítase al **capítulo 3** y al **apéndice C** para obtener información detallada.

Recursos ambientales, consecuencias y mitigación

¿Qué recursos ambientales se tuvieron en cuenta en el análisis documentado en el DEIS y en los informes técnicos de respaldo?

El **capítulo 4** del DEIS presenta las condiciones ambientales existentes (medio ambiente afectado) identificadas a lo largo de los tramos de estudio, los efectos previstos sobre los recursos (consecuencias ambientales) y las medidas para evitar, minimizar y mitigar efectos inevitables sobre esos recursos. Las oportunidades adicionales para evitar y minimizar los efectos se considerarán y documentarán en el FEIS. Los recursos y temas ambientales analizados fueron:

1. uso del suelo y distribución de zonas
2. demografía
3. comunidades e instalaciones comunitarias
4. parques e instalaciones recreativas
5. adquisiciones y reubicaciones de propiedades
6. recursos visuales y estéticos
7. recursos históricos, arquitectónicos y arqueológicos
8. calidad del aire
9. ruido
10. materiales peligrosos
11. topografía, geología y suelos
12. aguas de los Estados Unidos y aguas del Estado, incluidos los pantanos
13. calidad del agua de la superficie y de cuencas
14. hidrología de aguas subterráneas
15. terrenos inundables
16. vegetación y hábitat terrestre
17. vida silvestre terrestre
18. biota acuática
19. especies raras, vulnerables y en peligro de extinción
20. áreas únicas y sensibles
21. justicia ambiental y cumplimiento del Título VI
22. efectos indirectos y acumulativos
23. consecuencias de la construcción
24. compromiso de recursos

¿Cuáles son los efectos de las alternativas de construcción sobre los recursos ambientales?

Las consecuencias ambientales que se presentan en el **capítulo 4** se describen en función de las alternativas de construcción y las de no construir. Debido a que las alternativas de construcción ampliarían o reconfigurarían las carreteras existentes, en un entorno construido restringido, y debido a que los requisitos de ingeniería son similares entre todas las alternativas de construcción, se prevé que el alcance total de los impactos sea muy similar. En esta etapa del diseño, se supone que los impactos cuantificados presentados son efectos permanentes o a largo plazo en el DEIS (remítase a los **cuadros ES- 2** y **4-1**). A medida que el diseño avance sobre una alternativa preferida, los efectos a largo plazo se irán refinando, y los efectos específicos a corto plazo relacionados con la construcción se separarán, cuantificarán y documentarán en el FEIS. Los efectos previstos de construcción se discuten cualitativamente a lo largo del **capítulo 4** y en el **capítulo 2, sección 2.7.3**. El resumen de la comparación de efectos ambientales entre las alternativas de construcción y las de no construir se presenta en el **cuadro ES- 2.**

¿Qué oportunidades de prevención y minimización se han considerado para los efectos en los recursos ambientales?

En esta etapa del estudio de la NEPA se han identificado y coordinado con las agencias reguladoras y de recursos las oportunidades de prevención y minimización en parques, pantanos, pantanos protegidos, vías fluviales, bosques y el terreno inundable de 100 años de la Agencia Federal de Gestión de Emergencias. En esta etapa preliminar del estudio se evitaron y minimizaron los efectos en la mayor medida posible en todas las áreas, y se perfeccionaron específicamente las técnicas de prevención y minimización en algunas áreas de recursos sensibles o de valor recreativo. Remítase al **capítulo 4**, *Evaluación de la sección 4(f)* del borrador (**apéndice F**), y al *Informe de prevención, minimización e impactos* (**apéndice M**) para obtener más detalles. El esfuerzo por evitar, minimizar y mitigar los efectos inevitables continuará mediante la coordinación actual y futura con las agencias reguladoras y de recursos pertinentes.

¿Qué tipo de mitigación se está teniendo en cuenta para los efectos ambientales inevitables?

La mitigación de los efectos inevitables sobre los recursos ambientales se consideró sobre la base de los efectos de las alternativas de construcción. La mitigación conceptual propuesta se debate por los recursos aplicables en el **capítulo 4** y se detalla en mayor medida en el *Plan de Mitigación Conceptual* (**apéndice Q**) para los siguientes recursos: pantanos; bosques; especies raras, amenazadas y en peligro de extinción; parques; recursos culturales; ruido; aire; propiedades; materiales peligrosos; topografía, geología, suelos; aguas subterráneas; justicia ambiental; estética visual; biota acuática; y zonas únicas y sensibles. Se identificarán y perfeccionarán otras medidas de mitigación a medida que avance el estudio y teniendo en cuenta los comentarios del público, de las partes interesadas y de las agencias.

¿Qué es la sección 4(f)?

La sección 4(f) de la Ley del Departamento de Transporte de los Estados Unidos (USDOT) de 1966, en su forma enmendada (Código de los Estados Unidos [U.S.C.] 49, 303 [c]) estipula que el USDOT, incluida la FHWA, no puede aprobar el uso de tierras de un parque de propiedad pública, una zona de recreación, un refugio de vida silvestre o de aves acuáticas, o un sitio histórico público o privado, a menos que se cumplan las siguientes condiciones:

- La FHWA determina que no hay alternativa viable y prudente para evitar el uso de la tierra procedente de la propiedad, y la medida incluye toda la planificación posible para minimizar el daño que se le cause como consecuencia de dicho uso (CFR 23 §774.3[a][1] y [2]); o
- La FHWA determina que el uso de las propiedades de la sección 4(f), incluidas las medidas para minimizar el daño cometido por el solicitante, tendrá un *impacto mínimo* sobre la propiedad (CFR 23 §774.3[b]).

¿Cuáles son los impactos de la sección 4(f)?

Se produce un «uso» (o impacto) de la propiedad de la sección 4(f):

(i) cuando la tierra se **incorpora de manera permanente** a una instalación de transporte
(ii) cuando hay una **ocupación temporal** de la tierra que es adversa en términos del propósito de preservación del estatuto como se determina por los criterios del CFR 23 §774.13(d)
(iii) cuando hay un **uso constructivo** de una propiedad de la sección 4(f) según lo determinado por los criterios del CFR 23 §774.15

Se identificó un total de 111 propiedades de la sección 4(f) dentro de los límites del estudio de los tramos, incluidos los parques públicos y las áreas de recreación, y los sitios históricos. De las 111 propiedades de la sección 4(f), 68 tendrían un uso (impacto) de la sección 4(f) y 43 se evitarían. De las 68 propiedades de la sección 4(f) que tienen un uso, 36 resultarían en un uso menor de la sección 4(f), 22 requieren una evaluación de las alternativas de prevención y un análisis del menor daño general, y 4 propiedades cumplen con los criterios de excepción. Remítase al **capítulo 5, sección 5.5** y al **apéndice F** para obtener más detalles sobre el la *Evaluación de la sección 4(f) del borrador*.

Cuadro ES- 2: Resumen de la comparación de los efectos de las alternativas[1]

	Recurso	Alternativa 1 No construir	Alternativa 5[2]	Alternativa 8	Alternativa 9	Alternativa 9M	Alternativa 10	Alternativa 13B	Alternativa 13C
Ambiental	Totalidad de los posibles impactos sobre las propiedades de la sección 4(f), incluidos los parques y las propiedades históricas (acres)	0	141.7	146.8	146.8	144.7	149.0	145.5	146.7
	Cantidad de propiedades históricas con efectos adversos[3] [no se puede determinar el efecto adverso][4]	0	13 [7]	13[7]	13[7]	13[7]	13[7]	13[7]	13[7]
	Llanura inundable de 100 años (acres)	0	114.3	119.5	119.5	116.5	120.0	119.5	119.9
	Áreas únicas y sensibles (acres)	0	395.3	408.2	408.2	401.8	410.8	406.7	408.6
	Área de Revisión del Proyecto de Especies Sensibles (acres)	0	151.7	155.0	155.0	153.7	155.0	155.0	155.0
	Dosel arbóreo(acres)	0	1434	1497	1497	1477	1515	1489	1503
	Pantanos de especial interés para el Estado	0	0	0	0	0	0	0	0
	Pantanos, revisado sobre el terreno (acres)	0	15.4	16.3	16.3	16.1	16.5	16.3	16.1
	Pantanos protegidos de 25 pies (acres)	0	51.2	53.1	53.1	52.7	53.6	53.1	53.5
	Aguas de los Estados Unidos (pies lineales)	0	153 702	155 922	155 922	155 229	156 948	155 822	156 632
	Cuencas del nivel II (acres)	0	55.2	55.3	55.3	55.3	55.3	55.3	55.3
	Receptores de ruido afectados[5]	0	3661	4470	4470	4249	4581	4411	4461
Tránsito	Ahorro de retrasos en todo el sistema vs. no construir (antes/después del mediodía)[6]	0	20 %/22 %	23 %/33 %	34 %/33 %	30 %/30 %	35 %/34 %	27 %/22 %	26 %/34 %
Ingeniería	Total de derecho de paso requerido[7] (acres)	0	284.9	323.5	323.5	313.4	337.3	318.9	329.3
	Cantidad de propiedades afectadas de manera directa	0	1240	1475	1475	1392	1518	1447	1479
	Cantidad de reubicaciones residenciales	0	25	34	34	25	34	34	34
	Cantidad de reubicaciones de empresas	0	4	4	4	4	4	4	4
	Ancho del pavimento en la I-495 (pies)	138–146	170–174	194–198	194–198	170-198	194–198	194–198	194–198
	Ancho del pavimento en la I-270 (pies)	228–256	194–198	218–222	218–222	218-222	242–248	202–206	226–230
	Rango de costo de capital [Construcción y derecho de paso (ROW)] (miles de millones)	N/C	$ 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

Notas: [1] Los impactos preliminares representados en este cuadro suponen la totalidad de los impactos; los impactos permanentes y temporales se distinguirán en el FEIS.

[2] La MDOT SHA y la FHWA determinaron que la alternativa 5 no es razonable, pero se incluye en el DEIS únicamente con fines de comparación.

[3] Remítase al capítulo 4, sección 4.7 y al apéndice G, volumen 1 para obtener más detalles sobre los efectos en las propiedades históricas.

[4] Sobre la base de la información de diseño actual, los efectos no pueden determinarse completamente en estas 7 propiedades históricas. La MDOT SHA evaluará estas propiedades más a fondo a medida que avance el diseño.

[5] Los receptores de ruido son usos de la tierra sensibles al ruido que incluyen residencias, escuelas, lugares de culto y parques, entre otros usos. Nótese que estos números incluyen receptores que no tienen un muro contra el ruido existente así como receptores que sí tienen un muro contra el ruido existente que se espera que sea reemplazado.

[6] En las versiones anteriores de este cuadro se utilizaba un parámetro similar de horas anuales promedio de ahorro por viajero. El ahorro de retraso en todo el sistema refleja mejor los beneficios para todos los usuarios de la carretera.

[7] El derecho de paso se basa en la investigación de registros estatales y se completa con el derecho de paso del condado, según sea necesario. En el caso de las propiedades de la sección 4(f), algunos límites varían en función de la presencia de servidumbres y las diferencias en el tamaño y la ubicación de los límites históricos y de los parques.

¿Qué permisos, aprobaciones y autorizaciones es probable que se requieran?

Además del cumplimiento de la NEPA, muchos permisos, aprobaciones y autorizaciones se están coordinando simultáneamente con el proceso de la NEPA o se obtendrán antes de la construcción de toda mejora. En el **cuadro ES- 3** se resumen los permisos, las autorizaciones y las aprobaciones federales, estatales y locales que probablemente se requerirán sobre la base de las actuales hipótesis de diseño del estudio y los impactos asociados. Remítase al **capítulo 6, sección 6.5**.

Cuadro ES- 3: Permisos y aprobaciones probables

	Permiso/aprobación	Responsable/agencia de autorización
Simultáneamente con la NEPA o en un plazo de 90 días a partir del Acta de	Aprobación de la Ley Nacional de Política Ambiental (NEPA): Acta de la Decisión[1]	Administración Federal de Carreteras
	Aprobación de la sección 4(f)	Administración Federal de Carreteras
	Consulta de la Ley de Especies en Peligro de Extinción	Servicio de Pesca y Vida Silvestre de los Estados Unidos/Servicio Nacional de Pesquerías Marinas, Administración Nacional Oceánica y Atmosférica (NOAA-NMFS)
	Acuerdo programático de la sección 106	Administración Federal de Carreteras
	Ley de Agua Limpia, secciones 404 y 10	Cuerpo de Ingenieros del Ejército de los Estados Unidos
	Aguas estatales de Maryland/Virginia (sección 401)	Cuerpo de Ingenieros del Ejército de los Estados Unidos/Departamento de Medio Ambiente de Maryland/Departamento de Calidad Ambiental de Virginia
	Permiso de pantanos y vías fluviales no marítimas de Maryland	Departamento de Medio Ambiente de Maryland
	Permiso de protección de pantanos de Virginia	Departamento de Calidad Ambiental de Virginia
Previo a la construcción	Permiso especial de uso: construcción en VA y MD	Servicio de Parques Nacionales
	Permisos del parque Capper-Cramton	Comisión Nacional de Planificación de Capital
	Permiso de construcción de parques: M-NCPPC	Comisión de Parques y Planificación de Maryland, Área de la Capital Nacional
	Aprobación de la Ley de Reforestación de Maryland	Departamento de Recursos Naturales de Maryland
	Aprobaciones de revisión de servidumbre de conservación de bosques de estados y condados	Departamento de Recursos Naturales de Maryland/Comisión de Parques y Planificación de Maryland, Área de la Capital Nacional
	Permiso general para aguas pluviales asociadas a la actividad de construcción: MD	Agencia de Protección Ambiental de los Estados Unidos/Departamento del Medio Ambiente de Maryland
	Permiso general para aguas pluviales asociadas a la actividad de construcción: VA	Agencia de Protección Ambiental de los Estados Unidos/Departamento de Calidad Ambiental de Virginia
	Gestión de las aguas pluviales/control de la erosión y los sedimentos	Departamento de Transporte de Maryland: División de Revisión del Plan de la Administración de Carreteras del Estado/Departamento del Medio Ambiente de Maryland
	Gestión de las aguas pluviales/control de la erosión y los sedimentos	Agencia de Protección Ambiental de los Estados Unidos/Departamento del Medio Ambiente de Maryland/Departamento de Calidad Ambiental de Virginia
	Ley de Agua Limpia, sección 402 (MS4)	Departamento de Medio Ambiente de Maryland
	Permiso de apropiación y uso del agua	Departamento de Medio Ambiente de Maryland

Nota: [1]La agencia principal es responsable de preparar y publicar un solo ROD para todas las agencias federales con responsabilidad de autorización para el proyecto a fin de apoyar cualquier decisión de autorización necesaria. El ROD incorporará las decisiones de cada una de estas agencias, a menos que se cumpla una excepción a un solo ROD como se establece en la sección XIII o cuando la ley federal disponga que la agencia principal emita un FEIS/ROD combinado. Memorando de acuerdo para la aplicación de una decisión federal en virtud de la Orden Ejecutiva 13807, https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

¿Qué es la Orden Ejecutiva de una decisión federal?

El Estudio sobre carriles controlados en la I-495 y la I-270 sigue la *Orden Ejecutiva* 13807 de «una decisión federal»: *Establecimiento de disciplina y responsabilidad en el proceso de revisión ambiental y permisos para proyectos de infraestructura*[12] que requiere que las agencias federales procesen las revisiones ambientales y las decisiones de autorización para grandes proyectos de infraestructura como «una decisión federal» (OFD). La Orden Ejecutiva 13807 (EO) establece el objetivo de reducir el tiempo promedio para completar las revisiones ambientales en virtud de la Ley Nacional de Política Ambiental y las decisiones de autorización para grandes proyectos de infraestructura a dos años desde la publicación del Aviso de Intención (NOI). La OE también exige que, salvo en determinadas circunstancias,[13] la agencia principal federal y todas las agencias cooperantes y participantes «registren toda decisión individual por parte de una agencia en un registro de decisión (ROD)» y preparen una única declaración de impacto ambiental (EIS). Siempre que el EIS incluya detalles adecuados para informar las decisiones de las agencias, la EO exige la obtención de permisos y aprobaciones en un plazo de 90 días a partir de la emisión del ROD[14]. La EO también exige que los grandes proyectos de infraestructura se gestionen conforme a un cronograma único de permisos que abarque la revisión y las autorizaciones ambientales.

¿Cuáles son los próximos pasos para el estudio?

Este DEIS fue firmado por la FHWA y la MDOT SHA y se distribuyó a las agencias federales, estatales y locales, así como a organizaciones y otras partes interesadas, y está disponible para su revisión pública. Se llevarán a cabo audiencias públicas durante un período de revisión del DEIS de 90 días; la fecha límite para hacer comentarios es el 8 de octubre de 2020. Durante este período de revisión de 90 días, el DEIS está disponible en lugares públicos a través de los tramos de estudio y en el sitio web del proyecto https://495-270-p3.com/DEIS/. Los comentarios sobre el DEIS se consideran por igual, independientemente de si se reciben oralmente o por escrito y pueden ser emitidos de las siguientes maneras:

- testimonio oral en una de las audiencias públicas en la sala de audiencias principal
- testimonio oral ante una grabadora de actas literales en una audiencia pública en privado en una sala separada
- comentarios escritos sobre un formulario de comentario en una audiencia pública
- cartas a Lisa B. Choplin, el Instituto de Diseño y Construcción de los Estados Unidos (DBIA), el director del programa P3 I-495 e I-270, la oficina del P3 I-495 e I-270, 707 North Calvert Street, correspondencia P-601, Baltimore MD 21202

[12] Orden Ejecutiva nro. 13807, Reglamentos federales 82, 40463 (15 de agosto de 2017), https://www.whitehouse.gov/presidential-actions/presidential-executive-order-establishing-discipline-accountability-environmental-review-permitting-process-infrastructure/

[13] La EO establece que se emitirá un solo ROD, «a menos que el patrocinador del proyecto solicite que las agencias emitan documentos de la NEPA separados, que las obligaciones de la NEPA de una agencia cooperante o participante ya hayan sido satisfechas, o que la agencia federal principal determine que un solo ROD no sería el mejor modo de promover la finalización del proceso de revisión y autorización ambiental del proyecto».

[14] La agencia federal principal puede extender el plazo de 90 días si determina que la ley federal le prohíbe emitir su aprobación en dicho plazo o que una prórroga promovería mejor la finalización del proceso de revisión y autorización ambiental del proyecto, o si los patrocinadores del proyecto solicitan un tiempo diferente. Orden Ejecutiva nro. 13807, Reglamentos federales 82, 40463 (15 de agosto de 2017). https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

- formulario de comentarios del DEIS en https://495-270-p3.com/DEIS/
- correo electrónico a MLS-NEPA-P3@mdot.maryland.gov

Tras el período de revisión de 90 días, la MDOT SHA y la FHWA revisarán todos los comentarios y responderán a todos los comentarios importantes recibidos o que contengan el sello postal al final del período de comentarios en la preparación del FEIS. Los comentarios que se reciban o que lleven el sello postal después de esa fecha se examinarán y tendrán en cuenta en la medida de lo posible. Además de la disposición de todos los comentarios importantes, en el FEIS se resumirá la información adicional y actualizada no perfeccionada o cuantificada en el DEIS, la identificación de la alternativa preferida y los factores que respaldan la selección, y los compromisos y medidas de mitigación que se llevarán a cabo durante el diseño final y la construcción.

Programa de Asociación Público-Privada (P3)

¿Qué es una P3?

Una asociación pública y privada (P3) es un modelo alternativo para la ejecución de un proyecto de capital. Una P3 es una asociación entre el sector público o gubernamental con entidades privadas. La P3 trata de aprovechar los conocimientos especializados, la innovación y la financiación del sector privado a fin de lograr una infraestructura pública en beneficio del propietario y los usuarios públicos de dicha infraestructura. Las P3 tratan de sacar provecho de las respectivas fortalezas de los sectores público y privado para realizar grandes y complejos proyectos de infraestructura de manera rentable y oportuna. Las funciones en virtud de un acuerdo P3 pueden incluir el diseño, la construcción, la financiación, el funcionamiento y el mantenimiento de una instalación de transporte.

¿Por qué se está considerando una P3 para este estudio?

Hay varias razones para utilizar una P3:

- El financiamiento privado da como resultado una construcción más rápida: los proyectos de P3 pueden avanzar cuando el Estado no tiene fondos disponibles porque el sector privado financia las mejoras sobre la base de la financiación o los ingresos futuros. Tomaría más de 25 años financiar las mejoras para descongestionar la I-495 y la I-270 del Programa P3 con fondos estatales y se utilizaría todo el presupuesto de expansión de capital del MDOT para este proyecto.

- Transferencia de riesgos: el Estado y el sector privado comparten los riesgos en función de quién puede gestionar mejor cada riesgo a fin de brindar el mejor valor al estado.

- Operaciones y -mantenimiento: puede ser beneficioso para el estado que el sector privado gestione y mantenga la carretera (por ejemplo, que repare el pavimento, que corte el césped) a un costo más económico. Sin el Programa P3, se estima que el MDOT tendría que invertir $ 1700 millones en la sustitución/reparación de puentes y la reparación de pavimento durante la próxima década simplemente para mantener las calzadas existentes en la I-495 y la I-270 en los condados de Montgomery y Prince George en un estado de buena reparación, sin aliviar la congestión.

- Financiación gubernamental limitada: los proyectos que incluyen una futura fuente de ingresos pueden ser construidos con fondos gubernamentales limitados o sin fondos por adelantado. De hecho, el programa P3 de la I-495 e I-270 tiene el objetivo de implementar el programa sin costo neto para el estado.

¿Cómo se construiría el proyecto?

Este DEIS se centra en las necesidades de transporte dentro de los límites del estudio de 48 millas: la I-495 desde el sur de la George Washington Memorial Parkway en el condado de Fairfax, Virginia, incluidas las mejoras del puente de la Legión Americana sobre el río Potomac, al oeste de la MD 5, y a lo largo de la I-270 desde la I-495 hasta el norte de la I-370, incluidos los ramales este y oeste de la I-270.

Debido a la magnitud del estudio, la MDOT SHA necesitaría llevar a cabo cualquier alternativa de construcción en etapas. La etapa 1 del programa P3 incluiría esa porción del MLS a lo largo de la I-495 desde las cercanías de la George Washington Memorial Parkway en Virginia, a través e incorporando el puente de la Legión Americana (ALB), hasta su intercambio con la I-270 en el ramal oeste, y la I-270 desde su intercambio con la I-495 hasta su intercambio con la I-370. Un acuerdo de la etapa 1 de la P3 también incluiría la I-270 hasta la I-70, que se impulsaría a través de un estudio separado e independiente de la NEPA.

La Junta de Obras Públicas de Maryland aprobó el proceso de licitación competitiva para la etapa 1 a fin de avanzar en la selección de un desarrollador de la etapa para ayudar a la MDOT SHA con las actividades preliminares de desarrollo y diseño, de acuerdo con los reglamentos federales. La MDOT SHA no se comprometerá con ninguna alternativa que esté siendo evaluada o pueda ser evaluada a través del proceso de la NEPA.

Se espera que la etapa 1 se desarrollada y llevada a cabo por un desarrollador de dicha etapa, en virtud de un acuerdo de la P3 de la etapa 1. La parte sur de la etapa 1 de la I-495 en las cercanías de la George Washington Memorial Parkway a la I-270 y la I-270 desde la I-495 a la I-370 sería desarrollada, construida y llevada a cabo primero. Además, dada la magnitud de las mejoras, se espera que el desarrollador de la etapa desarrolle y lleve a cabo la parte sur de la etapa 1 en dos o más secciones, que se acordarán con el MDOT.

ዋንኛው ማጠቃለያ

የጥናት አጠቃላይ እይታ

የ I-495 እና I-270 የሚተዳደር መስመር ጎዳናዎች (Managed Lanes) ጥናት ምንድን ነው?

የ I-495 እና I-270 የሚተዳደር መስመር ጎዳናዎች ጥናት(ጥናት) ለትልቁ የI-495 እና I-270 የህዝብ-የግል ሽርክና (P3) መርሀግብር የመጀመሪያ አካል ነው። ይህ ጥናት በተጠቀሰው የጥናቱ 48 ማይል ርቀት ላይ ከሚገኙ ከ I-495 ከቨርጂኒያ ፋየርፋክስ ካውንቲ፣ የጆርጅ ዋሽንግተን የመታሰቢያ ፓርክዌይ በስተደቡብ፣ በፖቶማክ ወንዝ ለሚገኘው የ አሜሪካ ለጅዮን ድልድይ ማሻሻያዎችን ጨምሮ፣ ወደ MD 5፣ እና I-270 ን ከ I-495 እስከ ሰሜን I-370 ድረስ፣ ምሥራቃዊ እና ምእራባዊ I-270 ጋዳ መሬትን ጨምሮ፣ የመንገድ ላይ መጨናነቅን የሚመለከቱ አማራጮችን እየተመለከተ ነው። በሜሪላንድ ውስጥ I-495 እና I-270 in Maryland በጣም ከባድ የጉዞ መንገዶች ሁለት ናቸው፣ እያንዳንዳቸው አማካይ ዓመታዊ የትራፊክ ፍሰት (AADT) መጠን በ 2018 ውስጥ እስከ 260,000 ተሽከርካሪዎች በቀን (MDOT (የሜሪላንድ የመጓጓዣ ክፍል) SHA፣ 2019) (ይመልከቱ **ቅርጽ ES- 1**)።

ጥናቱ አመክንዮ ማለቂያ በመባል የሚታወቁትን፣ ምክንያታዊ የመጨረሻ ነጥቦችን ገምግሟል። ለትራፊክ እና ለአካባቢያዊ ትንታኔዎች ተፅእኖ ያላቸውን አካባቢዎች ለማካተት ጥናቱ ከአመክንዮ ማለቂያ ባሻገር ያስፋፋል። እንደሚከተሉት ለ MLS ሶስት የአመክንዮ ማለቂያ አሉት፥

- **ምዕራባዊ ማለቅያ**፥ በ I-495፣ 0.4 ማይሎች በስተደቡብ ከጆርጅ ዋሽንግተን የመታሰቢያ ፓርክዌይ ልውውጥ፣ ወደ ጆርጅ ዋሽንግተን የመታሰቢያ ፓርክዌይ የተጓዙት የውጭ-ዙሮሽ አውራ-መስመር ማሻሻያዎች፣ በመስመር መቀነስ እና መቀላቀል ምክንያት መጨናነቅ ሳያስከትሉ ወደ ነባር ዋና መስመሮች እንዲዋሃድ እና እንዲቀያየር ያስችላል። የሚተዳደረው መስመር በቀጥታ ወደ የቨርጂኒያ ኤክስፕረስ ጎዳናዎች ማራዘሚያ ይገናኛል።
- **ደቡባዊ ማለቅያ**፥ በ I-495፣ 1.3 ማይሎች በስተ ምዕራብ የMD 5፣ ወደ MD 5 የተጓዙት የውስጥ-ዙሮሽ አውራ-መስመር ማሻሻያዎች፣ በመስመር መቀነስ እና በሽመና እና በመቀላቀል ምክንያት መጨናነቅ ሳያስከትሉ፣ በሰሜናዊ-ደቡብ ሀይዌይ ቁጥጥር የሚደረግበት የክልላዊ መዳረሻን፣ ከማስነሻ አካባቢያዊው ስርዓት በፊት ካለው ነባር አውራ-መስመሮችን ጋር እንዲዋሃድ ያስችለዋል።
- **ሰሜናዊ ማለቅያ**፥ በ I-270፣ 0.6 ማይሎች በስተ ሰሜን የI-370፣ ወደ I-370 የተጓዙት የሰሜንወሰን አውራ-መስመር ማሻሻያዎች፣ በመስመር መቀነስ እና መቀላቀል ምክንያት የሚፈጠር መጨናነቅን በመቀነስ ወደ ነባር አጠቃላይ ዓላማ መስመሮች እና ወደ ከፍተኛ ተሽከርካሪ የሚይዝ (HOV) መስመር ደህንነቱ በተጠበቀ ሁኔታ፣ እንዲዘዋወር እና እንዲተላለፍ ያስችለዋል። I-370 ያገናኛል ወደ MD 200፣ ዋና የምስራቅ-ምዕራብ የተቀረጠ አውራ-ጎዳና። ከ I-370 በስተ ሰሜን ካለው 0.6 ማይል ርቀት ያለው የ HOV መስመር እስከ አሁን ባለው ማለቅያ MD 121 (Clarksburg ጎዳና)፣ ከI-370 በስተ ሰሜን ባለው 8 ማይሎች ይቀጥላል።

ቅርጽ ES- 1፥ I-495 & I-270 የሚተዳደር መስመር ጎዳናዎች ጥናት መተላለፊያዎች



የትራፊክ አምሳያ እና ትንታኔ የትራፊክ ተጽዕኖ አካባቢ እንደሆኑ ከሚቀጥሉት ከሦስቱ ገደቦች ባሻገር የሚቀጥለው ልውውጥን ያጠቃልላል። በተጨማሪም፣ ለአካባቢያዊው ግምገማ እና ትንተና የአካባቢ አመክንዮ ማለቅያ ከዋናው መስመር (ነባር) የመንገድ ላይ ሥራዎች ጋር ለማጣጣም ለዋናው መስመር ማሻሻያዎች አስፈላጊ ርቀት ለመመስረት ከእነዚህ ማገናኛ መንገዶች በላይ ተዘርግተዋል።

ጥናቱን የሚመራው ማነው?

የፌዴራል የአውራ-ጎዳና አስተዳደር (FHWA)፣ እንደ መሪ ፌዴራል ኤጀንሲ፣ እና የሜሪላንድ የመጓጓዣ ክፍል የግዛት የአውራ ጎዳና አስተዳደር(MDOT SHA)፣ እንደ የአከባቢው ፕሮጀክት ስፖንሰር፣ ረቂቅ የአካባቢ ተጽዕኖ መግለጫ(DEIS) በብሔራዊ የአካባቢ ፖሊሲ ሕግ (NEPA) ለ I-495 እና I-270 የሚተዳደረው የመንገዶች ጥና አዘጋጅተዋል።

U.S. (የተባበሩት መንግስታት) የመጓጓዣ ክፍል
ፌዴራል የአውራ ጎዳና አስተዳደር

MDOT (የሜሪላንድ የመጓጓዣ ክፍል) MARYLAND የሜሪላንድ የመጓጓዣ ክፍል
የግዛት የአውራ ጎዳና አስተዳደር

በጥናቱ ውስጥ ምን ሌሎች ኤጀንሲዎች ተካትተዋል?

FHWA እና MDOT SHAበጥናቱ ጊዜ ውስጥ ፍላጎት ካሳዩ ባለድርሻ አካላት እና ከጠቅላላው ህዝብ በተጨማሪ ከፌዴራል፣ ከግዛት፣ ከአካባቢያዊ እና ከአገር ውስጥ ወኪሎች ጋር ሰፊ ውይይት አካሂደዋል። በጥናቱ ጅምር ላይ የኤጀንሲ ማስተባበሪያ እቅድ ተዘጋጅቷል። የእቅዱ ዓላማ በጥናቱ ወቅት ከሚመለከታቸው ኤጀንሲዎች ጋር የሚተባበርበት አወቃቀር እና የጊዜ መመሰረት ነበር (ለተጨማሪ ዝርዝሮች የ DEIS **ምዕራፍ 7** እና **አባሪ ገጽ**ን ይመልከቱ)።

በጥናቱ ውስጥ በንቃት የሚሳተፉ ኤጀንሲዎች መተባበርን እና ኤጀንሲዎችን መሳተፍን ያካትታሉ። የሕብረት ሥራ ኤጀንሲዎች በሕግ ሥልጣን ወይም በልዩ ሁኔታ ሊከሰቱ የሚችሉ ማናቸውንም የአካባቢ ሀብቶች በተመለከተ ልዩ ስልጣንና ብቃት ያላቸው ልዩ የፌዴራል ኤጀንሲዎች ናቸው[1]። የተሳትፎ ኤጀንሲዎች ለጥናቱ እና ለአካባቢ ግምገማ ሂደት ፍላጎት ሊኖራቸው የሚችል ማንኛውም የ ፌዴራል፣ ግዛት፣ ጎሳ፣ ክልል እና አካባቢያዊ ወኪሎች ናቸው[2]። በጥናቱ ጅምር ላይ ኤጀንሲዎች፣ ተባባሪ፣ ተሳታፊ፣ እና በመተባበር፣ በመሳተፍ እና በማረጋገጥ የተሰማሩ ኤጀንሲዎች እንድሆኑ ተጋብዘዋል[3]። ለጥናቱ ስምንት የትብብር ሥራ፣ 18 ተሳትፎ፣ እና ሰባት የማረጋገጥ ወኪሎች አሉ። የእነዚህን ወኪሎች እና የሥራ ድርሻ ሙሉ ዝርዝር **ምዕራፍ 7፣ ሰንጠረዥ 7-1** ን ይመልከቱ።

ለጥናቱ የሕብረት ሥራ ኤጀንሲዎች፣

- የ US ጦር ሰራዊት መሐንዲሶች (USACE) ባልቲሞር ወረዳ
- የ US የአካባቢ ጥበቃ ኤጀንሲ (EPA)
- ብሔራዊ ፓርክ አገልግሎት (NPS)
- ብሔራዊ ካፒታል ዕቅድ ኮሚሽን (NCPC)
- የ MD የአካባቢ ጥበቃ ክፍል (MDE)
- የ Maryland የተፈጥሮ ሀብቶች ክፍል (MDNR)
- የ Virginia የመጓጓዣ ክፍል (VDOT)
- የ Maryland-ብሔራዊ ካፒታል ፓርክ እና ዕቅድ ኮሚሽን (M-NCPPC)

FHWA እና MDOT SHA በይነ-ኤጀንስአዊ የስራ ቡድን ስብሰባዎችን እንዲሁም ከኤጀንሲዎች ጋር የመረጃ ልዩ ስብሰባዎችን አካሂደው የነበረ ሲሆን በአካባቢ ግምገማ ሂደት ውስጥ መረጃ እንዲያገኙ እና እንዲሳተፉ ለማድረግ ከህብረት ሥራ ማህበሩ፣ ከተሳትፎ እና ሌሎች ፍላጎት ካላቸው ኤጀንሲዎች ጋር ስብሰባዎች መያዙን ይቀጥላል።

ህዝቡ በጥናቱ ውስጥ እንዴት ተሳተፈ?

ህዝቡ በእያንዳንዱ የሂደቱ እርምጃ ውስጥ ተሰማርቷል፣ እናም የ DEIS ግምገማን ጨምሮ የ NEPA ሂደት ቁልፍ አካል ናቸው። እስከዛሬ ድረስ MDOT SHA ከሌሎች መካከል በሚቀጥሉት መንገዶች ሕዝቡን በስፋት ሲያሳትፍ ቆይቷል፣

- ትላልቅ የህዝብ አውደ ጥናቶች
  - አራት (4) መረጃዊ የህዝብ አውደ ጥናቶች
  - አራት (4) የአማራጮች የህዝብ አውደ ጥናቶች
  - ስምንት (8) አማራጮች ለዝርዝር ጥናት የተያዙ ሕዝባዊ አውደ ጥናቶች
- (21) የማህበረሰብ ህብረት ስብሰባዎች
- (85) የባለድርሻ/ትልቅ የመሬት ባለቤትነት ስብሰባዎች
- ለክልል፣ ለክፍለ ግዛት እና ለአካባቢ ለተመረጡ ባለስልጣናት ማቅረቢያዎች
- ሕዝባዊ እና የተመረጡ ባለስልጣኖች የደብዳቤ መላኪያ ዝርዝር በንቃት መጠበቅ
- (3) የመርሀግብር እና የጥናት ጋዜጣዎች
- የህዝብ እና የተመረጠ ባለስልጣን የኢሜል ፍንዳታዎች
- ግላሎት ላልተሟላላቸው ማህበረሰቦች ዓላማ የተደረገ ዘመቻ
- ማህበራዊ ሚዲያ
- ሬዲዮ

[1] በ40 CFR 1508.5. እንደተገለፀው መሠረት ተባባሪ ኤጀንሲ አንድ ተመሳሳይ የብቃት ማረጋገጫ ያለው ግዛት ወይም አካባቢያዊ ኤጀንሲ፣ ወይም ውጤቱ የጎሳ ጥቅሞችን በሚመለከቱ ባሉባቸው አካባቢዎች ላይ በሚሆንበት ጊዜ፣ አንድ ተወላጅ አሜሪካዊ ነገድ ከዋናው ወኪሎች ጋር በመስማማት የሕብረት ሥራ ኤጀንሲ ሊሆን ይችላል።

[2] በ 23 USC 139(d) እንደተገለፀው መሠረት ተሳታፊ ኤጀንሲ

[3] የማረጋገጥ ወኪሎች ለጥናቱ ፍላጎት ሊያድርባቸው የሚችሉ ወይም ገና ያልተወሰነ ሚና ያላቸውን ሌሎች ወኪሎች እንዲያካትቱ ለዚህ ጥናት ተገልጻል። እነዚህ ኤጀንሲዎች ከህዝብ ጋር በተመሳሳይ ጊዜ ጉልህ ስፍራ የሚሰጣቸው የጥናት ክስተቶች ይነገራቸዋል፣ እና እነዚያ ጉልህ ስፍራ የሚሰጣቸው ማሳሰቢያዎች የሕዝብ ተሳትፎ ዕቅድ አካል ናቸው።

- ክልላዊ እና የአካባቢ ጋዜጦች
- P3 ፕሮግራም ድረ-ገጽ (495-270-p3.com/)

የCovid-19 ወረርሽኝ በጥናቱ ላይ ምን ተጽዕኖ አሳድሯል?

MDOT SHA የCOVID-19 በቤት-ውስጥ-መቆየት ትዕዛዝ ተከትሎ በክልሉ ወቅታዊ የትራንስፖርት አሠራሮች ላይ ያለው ተጨባጭ ለውጥ ይገነዘባል። በዛሬው ጊዜ COVID-19 በሁሉም የሜሪላንድ ነዋሪዎችን ላይ ተጽዕኖ እያሳደረ መሆኑን እንረዳለን - በምንሰራበት ጊዜ፣ ነፃ ጊዜያችንን እንዴት እንደምንውል እና እንዴት እንደምንጓዝ። የ MDOT ቁጥር አንድ ቀዳሚ የሜሪላንድ ሰዎች ጤና እና ደህንነት ቢሆንም፣ ለዛሬ ብቻ ሳይሆን ለሚቀጥሉት 20 እና ከዚያ በላይ ለሚሆኑ ዓመታት ደግሞ የእኛን ግዛት ፍላጎቶች ለማሟላት የትራንስፖርት ማሻሻያዎች እየተሻሻሉ መሆናቸውን ለማረጋገጥ ጥረታችንን እንቀጥላለን። በ COVID-19 በቤት-ውስጥ-መቆየት ትዕዛዝ መከንየት እንደ I-495 እና I-270 ባሉ ሀገር-አቋራጭ መስመሮች ላይ ስላለው የትራፊክ ፍሰት መቀነስ እናውቃለን። MDOT SHA እንዲሁም ድህረ-መዘጋት ለሚከሰተው የትራፊክ መጠን እና የመጓጓዣ አጠቃቀምን በተመለከተ እርግጠኛ አለመሆንን ያሳውቃል። ይህ ያልተለመደ ዓለም አቀፍ ወረርሽኝ በረጅም ጊዜ የወደፊት የትራፊክ ትንበያ እና የመጓጓዣ አጠቃቀም ላይ ተጽዕኖ እንደሚያሳድር ለመተንበይ ገላጭ የትራፊክ ፍሰት ሞዴል የለም። የንግድ ድርጅቶች እና ት/ቤቶች ቀስ በቀስ እንደገና መክፈት ሲጀምሩ MDOT SHA የጉዞ ባህሪን ወቅታዊ አዝማሚያዎች ለመቆጣጠር እና የትራፊክ መጠንን ለመቆጣጠር ቁርጠኛ ነው። መፍትሄዎቹ በአሁኑ ጊዜ እና ለወደፊቱ የሜሪላንድ ነዋሪዎች ፍላጎቶችን የሚያሟላ መሆኑን ለማረጋገጥ ሁሉንም የሚገኙ አዳዲስ መረጃዎችን እንገመግማለን እንዲሁም እንገምታለን።

ረቂቅ የአካባቢ ተጽዕኖ መግለጫ

ረቂቅ የአካባቢ ተጽዕኖ መግለጫ ምንድነው?

ረቂቅ የአካባቢ ተጽዕኖ መግለጫ (DEIS) የጥናቱ ዓላማ እና ፍላጎት፣ ምክንያታዊ አማራጮች፣ አሁን ያለው አካባቢያዊ ሁኔታ፣ የተጠበቀው ጠቀሜታ እና መጥፎ የአካባቢ ተጽዕኖ ውጤቶች እና መዘዝ እና የአማራጮች ውጤት፣ እና እምቅ-ቅነሳ፣ ዝርዝር መግለጫ ይሰጣል። DEIS በ አይፋል የግንባታ አማራጭ እና የግንባታ አማራጮች መካከል ፍላጎት ባላቸው ዜጎች፣ በተመረጡ ባለስልጣናት፣ በመንግስት ኤጀንሲዎች፣ በንግድ ተቋማት እና በሌሎች ባለድርሻ አካላት የጥናቱን አቅም፣ ማህበራዊ እና ባህላዊ እና ተፈጥሮአዊ ተፅእኖዎችን ለመገምገም እንዲቻል፣ የንፅፅር ትንተና ያቀርባል። DEIS በእነዚህ በአጠገብ ባለው የጽሑፍ ሳጥን ውስጥ የተዘረዘሩ እና በሰነዱ ላይ የተጣበቁ በ19 ቴክኒካዊ ሪፖርቶች የተደገፈ ነው።

የDEIS ዝውውር ካሰራጨ በኋላ፣ የመጨረሻ የአካባቢ ተጽዕኖ መግለጫ (FEIS) ይዘጋጃል። The FEIS ተመራጭ የሆነውን አማራጭ ለመለየት እና በማንኛውም ተጨማሪ ትንተና እና የመረጃ ማስተካከያዎች ላይ ያተኩራል፣ እንዲሁም በ EIS ረቂቅ ለተቀበሉት ተጨባጭ አስተያየቶች ምላሽ ይሰጣል። የ EIS ሂደት ሲጠናቀቅ፣ የፌዴራል መሪ ኤጀንሲው፣ የተለያዩ አማራጮችን እና አካባቢያዊ ጉዳትን ለማስቀረት፣ ለመቀነስ ወይም እምቅ-ቅነሳ የሚረዱ ዘዴዎችን ሁሉ ካገናዘበ በኋላ፣ በጥናቱ መሠረት የተመረጠውን እርምጃ ለይቶ የሚያሳውቅ፣ የውሳኔ መዝገብ (ROD) ያቀርባል።

የ DEIS ቅርጸት ምንድነው?

DEIS አስር ምዕራፎችን የያዘ እና የ 19 ቴክኒካዊ ሪፖርቶች ማጠቃለያ ያቀርባል። የነባር ሁኔታዎች ዝርዝር ሰነድ፣ ዘዴዎችን፣ ውጤቶችን መገምገም እና ጽንሰ-ሀሳባዊ ቅነሳ፣ በሚቻልበት ጊዜ፣ ከዚህ DEIS (**አባሪ A በ S በኩል**) ጋር የተያያዙት የጥናት ቴክኒካዊ ሪፖርቶች ውስጥ ይካተታሉ።

- **ምዕራፍ 1** የጥናቱን ዓላማ እና አስፈላጊነት ያቀርባል። ይህ ምዕራፍ በ *ዓላማ እና በፍላጎት መግለጫ* (**አባሪ A**)የተደገፈ ነው።

ደጋፊ ቴክኒካዊ ሪፖርቶች ምንድ ናቸው?
ለ DEIS?

A. ዓላማ እና የፍላጎት መግለጫ
B. የ አማራጮች ቴክኒካዊ ዘገባ
C. የ ትራፊክ ቴክኒካዊ ዘገባ
D. የአካባቢ ሀብት ልማት ካርታ
E. የማኅበረሰብ ውጤቶች ግምገማ / የአካባቢ ፍትህ ቴክኒካዊ ዘገባ
F. የረቂቅ ክፍል 4(f) ግምገማ
G. የባህል ሀብት ቴክኒካዊ ዘገባ
H. የረቂቅ ክፍል 106 መርሀግብርአዊ ስምምነት
I. የአየር ጥራት ቴክኒካዊ ዘገባ
J. ጫጫታ ትንተና ቴክኒካዊ ዘገባ
K. አደገኛ ቁሳቁሶች ቴክኒካዊ ዘገባ
L. የተፈጥሮ ሀብቶች ቴክኒካዊ ዘገባ
M. መወገድ፣ መቀነስ እና ተጽዕኖዎች ዘገባ (AMR)
N. ረቂቅ ማካካሻ ቅነሳ ዕቅድ
O. ቀጥተኛ ያልሆነ እና የተከማቸ ውጤቶች የቴክኒክ ሪፖርት
P. የህዝብ ተሳትፎ እና ኤጀንሲ ማስተባበር ቴክኒካዊ ዘገባ
Q. ጽንሰ-ሀሳባዊ ቅነሳ ዕቅድ
R. የጋራ ፈቃድ ማመልከቻ
S. የአካባቢ ግምገማ ቅጽ

- **ምዕራፍ 2** የአማራጭ ልማት ቅደም ተከተልን እና የጥናቱ ትንተና ያቀርባል። አይፋል የግንባታ አማራጭ ጨምሮ፣ የታሰበባቸው አማራጮች እና የማጣሪያ ትንተና መግለጫን ያካትታል። እንዲሁም እንደ የግጭት ወሰን (LOD) ያሉ ሌሎች የተለመዱ የግንባታ አማራጮችን፣[4] የሚተዳደረው የመንገዶች ላይ መድረሻዎች፣ የነርፍ ውሃ አያያዝ፣ የግንባታ እና የአጭር ጊዜ ተፅእኖዎች፣ የሽግግር አካላት፣ የእግረኛ እና የብስክሌት ግምት፣ የክፍያ፣ የገንዘብ ቀልጣፋነት እና የ የሚተዳደረው የመንገዶች ጥቅሞች ይገልጻል። ይህ ምዕራፍ በ *የአማራጮች ቴክኒካዊ ዘገባ* (**አባሪ B**) የተደገፈ ነው።

[4] የመረበሽ ገደቦች ሁሉም የግንባታ፣ የማጠራቀሚያ፣ የቁሳቁሶች ማከማቻ፣ መንጠቆ፣ ማጽዳት፣ የአፈር መሸርሸር እና የደለል ንጣፍ ቁጥጥር፣ የመሬት አቀማመጥ፣ የፍሳሽ ማስወገጃ፣ የነርፍ ውሃ አያያዝ፣ የጩኸት አግዳሚ መተካት / ግንባታ እና ተዛማጅ ተግባራት የሚከናወኑበት ወሰን ናቸው።

- **ምዕራፍ 3** አሁን ያሉትን እና የወደፊቱን የትራፊክ ሁኔታዎች ለእያንዳንዱ የግንባታ አማራጮች የተካሄዱትን የትራፊክ ሥራ ትንተናዎች ውጤቶች ያቀርባል። ይህ ምዕራፍ በ*የትራፊክ ቴክኒካዊ ዘገባ* (**አባሪ C**) የተደገፈ ነው።

- **ምዕራፍ 4** በጥናቱ ኮሪደሮች ውስጥ ተለይተው የሚታወቁትን ነባር የአካባቢ ሁኔታዎችን (የተጠቂ አካባቢ)፣ በሀብቶቹ ላይ የሚጠበቁትን ተፅእኖዎች (አካባቢያዊ መዘዞች) እና በሚቻልበት ጊዜ ሊከሰቱ የሚችሉ የአካባቢ ተፅእኖዎችን ለማስወገድ፣ ለመቀነስ እና እምቅ-ቅነሳ እርምጃዎችን ያቀርባል። ይህ ምዕራፍ በ **አባሪ D በ R** በኩል የተደገፈ ነው።

- **ምዕራፍ 5** የ *ረቂቅ ክፍል 4(f) ግምገማ*፣ ጉልህ በሆኑ የሕዝብ መናፈሻዎች፣ መዝናኛ ስፍራዎች፣ እና ታሪካዊ ንብረቶች ላይ ሊያስከትል የሚችለውን ተፅእኖ ከ ክፍል 4(f) የ US የመጓጓዣ ክፍል (USDOT) የ 1966 ድንጋጌ *መሠረት ማጠቃለያ ያቀርባል። ይህ ምዕራፍ በ<u>ረቂቅ ክፍል 4(f) ግምገማ</u>*(**አባሪ F** የተደገፈ ነው።

- **ምዕራፍ 6** የ13807 አስፈፃሚ ትዕዛዝን ያቀርባል፣ የፌዴራል ኤጀንሲዎች የአካባቢ ግምገማዎችን እና ለዋና መሰረተ ልማት ፕሮጀክቶች ፈቃድ አሰጣጥ ውሳኔዎችን ለማስኬድ ለሚያስፈልጋቸው እንደ "አንድ የፊደራል ውሳነ" የመሠረተ ልማት ፕሮጀክቶች *ለመሠረተ ልማት ፕሮጀክቶች*[5] በአካባቢያዊ ግምገማ እና ፈቃድ አሰጣጥ ሂደት ውስጥ ተግባሃዊ እና ተጠያቂነት ማቋቋም።

- **ምዕራፍ 7** እስከ አሁን የተከናወነው የጥናቱ የህዝብ ማሰባሰብ እና ኤጀንሲ ማቀናጀት ማጠቃለያ ያቀርባል። ይህ ምዕራፍ በ *<u>በሕዝብ ተሳትፎ እና በኤጀንሲ ማስተባበሪያ ቴክኒካዊ ዘገባ</u>* (**አባሪ P**) እና በሌሎች ሃብት-ተኮር መግለጫዎች ይደገፋል።

- **ምዕራፍ 8 እና 9** የ DEIS አዘጋጅዎችን ዝርዝር፣ እና የኤጀንሲዎችን፣ ድርጅቶችን፣ ስርጭት ዝርዝር እና DEIS የተሰጡ ሰዎች ለመገምገም እና አስተያየት ለመስጠት ያቀርባል።

- **ምዕራፍ 10** የ DEIS ዋቢዎችን ያቀርባል።

በ DEIS ውስጥ አንዳንድ የተለመዱ ውሎች ምንድናቸው?

- ***የጥናት ጉዳናዎች***፡ በጥናቱ ወሰን ውስጥ እንደተገለፀው፣በቨርጂኒያ ፋየርፋክስ ካውንቲ፣ ቨርጂኒያ ውስጥ ከጆርጅ ዋሺንግተን የመታሰቢያ ፓርክዌይ በስተደቡብ I-495 ን ጨምሮ፣ በፕሪንስ ጆርጅ ካውንቲ፣ ሜሪላንድ ውስጥ የ MD 5 ምዕራብ የሚገኘው በ ፖቶማክ ወንዝ ላይ የሚያልፈው የ አሜሪካ Legion ድልድይን ጨምሮ፣ እና I-270 ከ I-495 እስከ I-370 በ ሞንትጎመሪ ካውንቲ፣ ምስራቅ እና ምዕራብ I-270 ጋዳ መሬትን ሰሜን የ I-495 ጨምሮ፣ ያካትታል። (ለተጨማሪ ዝርዝሮች **ምዕራፍ 1** ይመልከቱ።)

- ***የአገናኝ መንገድ ጥናት ወሰን***እንደ 48 ማይሎች ርዝመት እና በግምት 300 ጫማዎችን በማዕከላዊ መስመር I-495 እና I-270 ይገለጻል። አሁን ባለው የአካባቢ ሁኔታ ላይ መረጃን ለመሰብሰብ የመረጃ አሰባሰብ ቦታን ለመግለፅ ጥቅም ላይ ውሏል። በአገናኝ መንገዱ ጥናት የተፈጥሮ ድንበር አካባቢ የተፈጥሮ ሀብቶች ጥናት ውስጥ **ክፍሎች 4.11 በ 4.20 በኩል የ ምዕራፍ 4** ጥቅም ላይ ውሏል፣ እና ፓርኮች እና ክፍል 4(f) ሀብቶች በ **ክፍል 4.4** እና **ምዕራፍ 5**ውስጥ ተዘርዝረዋል።

- ***የማጭት ገደቦች (LOD)*** ለ እያንዳንዱ የግንባታ አማራጭ እንደ፣ እያንዳንዱ ግንባታ፣ ማቀነባበሪያ፣ የቁሳቁሶች ማከማቻ፣ መንጠቆ፣ ማጽዳት፣ የአፈር መሸርሸር እና ንጣፍ ቁጥጥር፣ የመሬት አቀማመጥ፣ የፍሳሽ ማስወገጃ፣ የጎርፍ ውሃ አያያዝ (SWM)፣ የድምፅ ማገጃ ምትክ / ግንባታ እና ተዛማጅ የግንባታ ሥራዎች ይከናወናሉ (**ምዕራፍ 2፣ ክፍል 2.7.4** ይመልከቱ) ተገልጿል።

በ DEIS እና ረቂቅ ክፍል 4(f) ሰነድ ላይ አስተያየት ለመስጠት መንገዶች ምንድናቸው?

FHWA እና MDOT SHA ፍላጎት ላሳዩ የተመረጡ ባለሥልጣናትን፣ የክልል እና የአከባቢ መስተዳደሮችን፣ ሌሎች የፌዴራል ኤጀንሲዎችን፣ የአገሬው ተወላጅ አሜሪካዊ የጎሳ መንግስታት፣ ድርጅቶችን እና የህዝቡን አባላት በ DEIS እና ረቂቅ ክፍል 4(f) ግምገማ ላይ አስተያየት እንዲሰጡ ይጋብዛሉ። የ DEIS ለጥናቱ እና ቴክኒካዊ ሪፖርቶች ከፕሮጀክቱ ድርጣቢያ በ ፥ https://495-270-p3.com/DEIS/ ላይ ማየት እና ማውረድ ይችላሉ

የሕዝብ አስተያየት ጊዜ የሚጀምረው ሐምሌ 10 ቀን 2020 ሲሆን እስከ ጥቅምት 8 ቀን 2020 ድረስ ይቀጥላል። *<u>የጽሑፍ እና የቃል አስተያየቶች በእኩል ደረጃ ትኩረት ይሰጣቸዋል</u>*፣ እና FHWA ሁሉንም አስተያየቶች ይገመግማል፣ እናም በዚያ ቀን በ FEIS ዝግጅት ውስጥ የተቀበሉትን ወይም በፖስታ የተለጠፉ ጉልህ አስተያየቶችን ሁሉ ከግምት ውስጥ ያስገባና ምላሽ ይሰጣል። ከዚያን ቀን በኋላ የተቀበሉት ወይም በፖስታ የተለጠፉ አስተያየቶች ተከልሰው የሚቻለውን ያህል ይወሰዳሉ። ተከታታይነት ያላቸው ምናባዊ እና በአካል የሚደረጉ ሕዝባዊ ችሎቶች፣ የተገኝነት ማሳሰቢያ

[5] https://www.whitehouse.gov/presidential-actions/presidential-executive-order-establishing-discipline-accountability-environmental-review-permitting-process-infrastructure/

ከተሰጠ ብኋላ ቢያንስ ከ 30 ቀናት በኋላ ይከሰታል። ስለ ሕዝባዊ ችሎቶች ቀናት እና ሥፍራዎች የቅርብ ጊዜ መረጃ ለማግኘት ወደ https://495-270-p3.com/DEIS/ይመልከቱ።

አስተያየቶች በ DEIS ላይ ሊደረግ ይችላል በ፥

- በዋናው የመስሪያ ክፍል ውስጥ በአንዱ የሕዝብ ንግግር ውስጥ የቃል ምስክርነት
- በአንድ ልዩ ክፍል ውስጥ በይፋዊ ችሎት ፊት ለፍትህ ዘጋቢ የቃል ምስክርነት
- የ DEIS አስተያየት ቅጽ በ https://495-270-p3.com/DEIS/
- ወደ MLS-NEPA-P3@mdot.maryland.gov ኢሜይል ይላኩ
- በይፋዊ ችሎት ላይ በአስተያየት ቅጽ ላይ የተፃፉ አስተያየቶች
- ወደ Lisa B. Choplin, DBIA, I-495 & I-270 P3 Program Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202 ደብዳቤዎች መላክ።

የጥናቱ ዓላማ እና ፍላጎት ምንድነው?

የጥናቱ ዓላማና ፍላጎት ያለፉትን ጥናቶች ምርመራ፣ ነባር የክልል እቅዶችን መገምገምን እና በክልሉ ውስጥ ያሉትን የአካባቢ እና ማህበራዊ ኢኮኖሚያዊ ሁኔታ ትንተና ያካተተ አጠቃላይ ሂደት የተገነባ ነው። በህብረት ሥራ ኤጀንሲዎች የተስማማው ሙሉ ዓላማ እና ፍላጎት መግለጫ[6] በ ሕዳር 2018 በ **አባሪ A** ውስጥ ተካቷል።

የጥናቱ ዓላማ መጨናነቅ የሚያስታግስ የጉዞ ፍላጎት አስተዳደር መፍትሔ(ዎች) ማዘጋጀት ነው፣ በጥናቱ ወሰኖች ውስጥ በ I-495 እና I-270 ላይ የጉዞ አስተማማኝነትን ያሻሽላል፣ እናም አሁን ያሉትን እና የታቀዱ በርካታ የብዝሃ-ዓይነት ተንቀሳቃሽነት እና ተያያዥነት ያሻሽላል።

ጥናቱ የተፈለገበት ምክንያቶች፥

- አሁን ያለው የትራፊክ ፍሰት እና የረጅም ጊዜ የትራፊክ ዕድገት ማሟላት።
- የጉዞ አስተማማኝነትን ማሻሻል
- ተጨማሪ የጎዳና ላይ ጉዞ ምርጫዎችን ማቅረብ
- የትውልደ-ሀገር ደህንነት ማሟላት
- የሸቀጦች እና አገልግሎቶች እንቅስቃሴን ማሻሻል

ከፍላጎቶቹ በተጨማሪ ሁለት የጥናቱ ግቦች ተለይተዋል፥ (1) የ አማራጭ የገንዘብ ፈንድ ለገንዘብ ነክ አቀራረብ አጠቃቀም እና (2) የአካባቢ ኃላፊነት። በጥናቱ ዓላማ እና ፍላጎት ላይ ተጨማሪ መረጃ ለማግኘት **ምዕራፍ 1** እና **አባሪ A** ይመልከቱ።

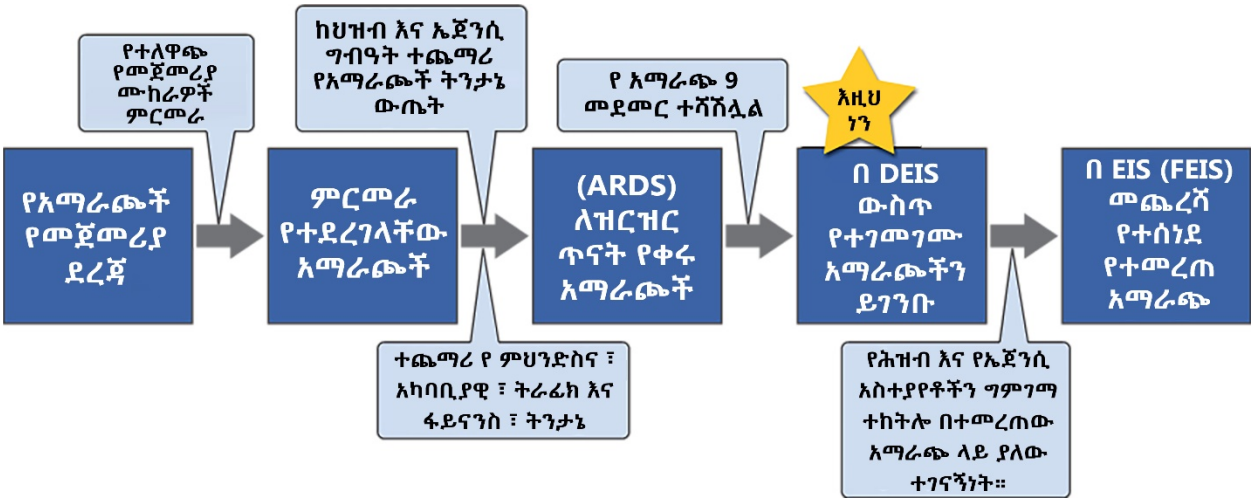
[6] NCPC ዓላማውን እና ፍላጎቱን ብቻ በአንድ ጊዜ ተቀብሏል፥ M-NCPPC ዓላማውን እና ፍላጎቱን ብቻ በአንድ ጊዜ አልተቀበለም።

አማራጮች ከግምት ውስጥ ገብተዋል

ከግምት ውስጥ የገቡ አማራጮችን የማጣራት ሂደት ምንድነው?

የ አማራጮች ልማት እና ማጣሪያ በአምስት እርከን ሂደት ሊገለፅ ይችላል፣ ይህ በግምገማ ላይ ያሉ የአማራጮች የመጀመሪያ ደረጃ ዝርዝርን ጀምሮ ወደ ተመራጭ አማራጭ ያስኪዳል።(**ቅርጽ ES- 2**ይመልከቱ)። የመጀመሪያዎቹ አራት ደረጃዎች በዚህ DEIS ውስጥ የቀረቡ ሲሆን የመጨረሻው እርምጃ በ FEIS ውስጥ ይመዘገባል። ይህ ሂደት የተከናወነው ከኤጀንሲው ባልደረባዎች ጋር በመተባበር የህዝብ ግምገማን አካቷል። በተከታታይ በተተነተኑ ደረጃዎች፣ በኤጀንሲ እና በሕዝብ ግምገማ፣ እነዚህ የመጀመሪያ አማራጮች ወደ ታጣቂ አማራጮች ጠባብ ነበሩ እና ከዚያ በኋላ ለዝርዝር ጥናት የቀሩት አማራጮች (ARDS) (**ምዕራፍ 2**ይመልከቱ)። በአጠቃላይ፣ በ NEPA፣ ARDS የሚለው ቃል የሚያመለክተው ለዝርዝር ጥናት የተቀመጡ አማራጮችን ብቻ ነው፣ ሆኖም፣ በዚህ DEIS ውስጥ ተጨማሪ አማራጮች በዝርዝር ጥናት የተደረጉ ሲሆን ተጨባጭ የመረጃ ትንተና ቀርቧል። በዝርዝር የተጠኑት አማራጮች ዓላማውን እና ፍላጎቱን ያሟሉ እና ምክንያታዊ ለመሆን የተወሰኑት እንደ የግንባታ አማራጮች ተብለው ይጠራሉ። የንድፍ እና ትንታኔ ዝርዝር ደረጃ እየጨመረ በሄደ ቁጥር ግምት ውስጥ የሚገቡ አማራጮች ቁጥር ቀንሷል።

ቅርጽ ES- 2፣ የአማራጮች የማጣሪያ ሂደት



የአማራጮች የመጀመሪያ ደረጃ ምን ግምት ውስጥ ያስገባ ነበር?

በቀድሞ፣ አግባብነት ባላቸው ጥናቶች እና በእቅድ ሰነዶች እና በ NEPA የፍተሻ ሂደት ወቅት ከህዝብ እና ከፈዴራል፣ ከስቴቱ እና ከአከባቢ ተቆጣጣሪ ኤጀንሲዎች በመነሳት 15 የተለያዩ የመጀመሪያ አማራጮች ታውቀዋል። የአማራጮች የመጀመሪያ ደረጃ ተካቷል፣

- አማራጭ 1፣ አይፋል የግንባታ
- አማራጭ 2፣ የትራንስፖርት ሥርዓቶች አያያዝ / ትራንስፖርት ፍላጎት አስተዳደር (TSM/TDM)
- አማራጭ 3፣ አንድ አጠቃላይ ዓላማ (GP) መስመር ያክሉ
- አማራጭ 4፣ በእያንዳንዱ I-495 ላይ አንድ የ HOV መስመርን ያክሉ እና I-270 ላይ በእያንዳንዱ አቅጣጫ ያለውን የ HOV መስመርን ያቆዩ።
- አማራጭ 5፣ በ I-495 በእያንዳንዱ አቅጣጫ አንድ ዋጋ ያለው የሚተዳደር መስመር (አውታር) አውታረ መረብ ያክሉ እና በእያንዳንዱ አቅጣጫ አንድ ነባር የ HOV መስመርን ወደ ዋጋው[7] ወደሚተዳደር መስመር I-270 ይለውጡ።
- አማራጭ 6፣ በእያንዳንዱ አቅጣጫ I-495 እና I-270 ላይ ሁለት የ GP መስመሮችን ያክሉ
- አማራጭ 7፣ በ I-495 ላይ በእያንዳንዱ አቅጣጫ ሁለት የ HOV መስመሮችን ያክሉ እና አንድ ነባር የ HOV መስመርን ያቆዩ እና በእያንዳንዱ አቅጣጫ I-270 ላይ አንድ የ HOV መስመርን ያክሉ።
- አማራጭ 8፣ በ I-495 ላይ በእያንዳንዱ አቅጣጫ ሁለት ዋጋ ያላቸው የሚተዳደር መስመሮችን ያክሉ እና በእያንዳንዱ አቅጣጫ አንድ ዋጋ ያለው የሚተዳደር መስመር ያክሉ እና በ I-270 በእያንዳንዱ አቅጣጫ አንድ የ HOV መስመርን ያቆዩ።
- አማራጭ 9፣ በ I-495 ላይ በእያንዳንዱ አቅጣጫ ሁለት ዋጋ ያላቸው የሚተዳደር መስመሮችን ያክሉ እና አንድ ነባር የ HOV መስመርን ወደ ዋጋው ወደሚተዳደር መስመር ይለውጡ እና በ I-270 በእያንዳንዱ አቅጣጫ አንድ ዋጋ ያለው የሚተዳደር መስመር ያክሉ።

[7] በሕዝብ እና በኤጀንሲ ግብዓት ላይ በመመርኮዝ፣ MDOT SHA በዋጋ የተያዙ መንገዶችን እንደ ባለከፍተኛ-ይዘት የመንገድን ግብር መስመሮች (HOT)፣ ወይም ቀጥተኛ የመንገድን ግብር መስመሮች (ETL)፣ እና የአማራጮች መግለጫዎች በዚሁ መሠረት ተስተካክለዋል።

- አማራጭ 10፣ በእያንዳንዱ I-495 እና I-270 ላይ ሁለት ዋጋ ያላቸው የሚተዳደር መስመሮችን ያክሉ እና በ I-270 ላይ በእያንዳንዱ አቅጣጫ አንድ ነባር የ HOV መስመርን ያቆዩ።
- አማራጭ 11፣ የ C-D መስመሮችን በመጠቀም የትራፊክ ፍሰት በአካል መለየት፣ በእያንዳንዱ አቅጣጫ በ I-495 ላይ ሁለት የ GP መስመሮችን በመጨመር
- አማራጭ 12A፣ ከፍተኛ ጊዜያት በሚፈጠሩበት ጊዜ ያሉትን የ GP መስመርን በ I-495 ላይ ወደ ተቃራኒ ፍሰት መስመር ይለውጡ
- አማራጭ 12B፣ ከፍተኛ ጊዜያት በሚኖሩበት ወቅት ያለውን የ HOV መስመርን በ I-270 ላይ ወደ ተቃራኒ ፍሰት መስመር ይለውጡ
- አማራጭ 13A፣ በ I-495 ላይ ሁለት ዋጋ ያላቸው የሚተዳደር ተቀልባሽ መስመሮችን ያክሉ
- አማራጭ 13B፣ በ I-270 ላይ ነባር የ HOV መስመሮችን ወደ ሁለት ዋጋ ያላቸው የሚተዳደር ተቀልባሽ መስመሮችን ይለውጡ
- አማራጭ 13C፣ ሁለት ዋጋ ያላቸው የሚተዳደር ተቀልባሽ መስመሮችን ያክሉ እና I-270 ላይ በእያንዳንዱ አቅጣጫ አንድ ነባር የ HOV መስመርን ያቆዩ
- አማራጭ 14A፣ ከባድ የባቡር[8] ሽግግር
- አማራጭ 14B፣ ቀላል የባቡር[9] ሽግግር
- አማራጭ 14C፣ የተስተካከለ የመመሪያ መንገድ አውቶቡስ ፈጣን ትራንስፖርት (BRT)[10] ነባር የጎዳና ላይ አሰላለፍ
- አማራጭ 15፣ በ I-495 እና I-270 ላይ አንድ የተወሰነ የአውቶቡስ መስመር ያክሉ

የአማራጮዎች የመጀመሪያ ደረጃ ትንተና ከጥናቱ ዓላማ እና ፍላጎት ጋር በተዛመዱ ለእያንዳንዱ አማራጮች የማጣሪያ መስፈርቶችን በመተግበር ተጠናቅቋል፣ **ምዕራፍ 2፣ ክፍል 2.5**ይመልከቱ። የእነዚህ መመዘኛዎች ጥራት ግምገማ የተደረገው በቀላሉ የሚገኙ መረጃዎችን በመጠቀም ነው (ከነባር ምንጮች የሚገኘውን መረጃ)። የቀረበው መረጃ የጥናቱ ዓላማ እና ፍላጎቱን ካላሟላ ብቻ በዚህ ሂደት ላይ ካለው ተጨማሪ ግምገማ ተጥሏል። ምርመራ የተደረግባቸው አማራጮች የማጣሪያ መስፈርቱን የሚያሟሉ ወይም ተለይተው የሚታወቁትን ዓላማ እና ፍላጎትን ለማሟላት ችሎታቸውን ለመወሰን ተጨማሪ ትንተና የሚፈለጉ ናቸው። የአማራጮች የመጀመሪያ ምርመራ በ *አማራጮች ቴክኒካዊ ሪፖርት* (**አባሪ B**)ውስጥ ተመዝግቧል። በቀዳሚ አማራጮች ላይ ተጨማሪ ዝርዝሮችን ለማግኘት **ምዕራፍ 2፣ ክፍል 2.4** ን ይመልከቱ።

ምርመራ የተደረገባቸው አማራጮች ምን ምን ነበሩ?

የተፈተሹ አማራጮች በፕሮግራሙ ድርጣቢያ በኩል በጽሑፍ ሰነዶች እና በየካቲት ወር 2019 አንድ ቪዲዮ ለህዝብ ቀርበዋል፣ እና ያካተተው፥

- አማራጭ 1፣ ምንም ግንባታ የለም - ምንም እንኳን ይህ አማራጭ የጥናቱን ዓላማ እና ፍላጎት የማያሟላ ቢሆንም፣ ከ NEPA መስፈርቶች ጋር የሚጣጣም፣ ሌሎች አማራጮችን ለማነፃፀር እንደ መሠረት ሆኖ እንዲያገለግል ለተጨማሪ ግምገማ ወደፊት ተወስዷል።
- አማራጭ 5፣ አንድ HOT የሚተዳደር የመስመር ግንኙነት
- አማራጭ 8፣ በ I-495 ላይ ሁለት ETL የሚተዳደሩ የመገናኛ መስመሮች እና አንድ ETL እና በ I-270 ላይ አንድ HOV የመገናኛ መስመር
- አማራጭ 9፣ ሁለት HOT የሚተዳደሩ የመገናኛ መስመሮች
- አማራጭ 10፣ በ I-495 እና I-270 ላይ ሁለት ETL የሚተዳደር የመገናኛ መስመር እና በ I-270 ብቻ አንድ HOT የሚተዳደር የመገናኛ መስመር
- አማራጭ 13B፣ በ I-495 ላይ ሁለት HOT የሚተዳደሩ የመገናኛ መስመሮች እና I-270 ላይ ሁለት ተቀልባሽ HOT የሚተዳደሩ የመገናኛ መስመሮች
- አማራጭ 13C፣ በ I-495 ላይ ሁለት ETL የሚተዳደሩ የመገናኛ መስመሮች እና በ I-270 ሁለት ተቀልባሽ ETL የሚተዳደሩ የመገናኛ መስመሮች፣ እና አንድ HOV መስመርን በ I-270 ላይ ብቻ ያቆዩ።

ተጨማሪ የምህንድስና፣ ትራፊክ፣ የገንዘብ እና የአካባቢ ትንታኔ ተጠናቀቀ፣ እና እንደ ARDS ወደፊት የሚካሄዱትን የክትት አማራጭ አማራጮች ምክንያታዊነት የሚወስን ነበር። ለዝርዝር ጥናት የጠይቁ የሚመከሩ አማራጮች (ARDS)፣ ሁሉንም የተጣሩ አማራጮችን ያካተተ ሲሆን በፀደይ 2019 የህዝብ አውደ ጥናቶች ላይ ቀርበዋል። እነዚህን አውደ ጥናቶች ተከትሎም የሚመከረው ARDS የበለጠ ተተነተነ እና አማራጭ 5 ከተጨማሪ ትኩረት ተጥሏል።

አማራጭ 5 ከተጨማሪ ትኩረት ለምን ተጣለ?

አማራጭ 5 እንደ ተጣራ አማራጭ ተለይቷል፣እና I-495 ላይ በእያንዳንዱ አቅጣጫ አንድ ዋጋ ያለው የሚተዳደር መስመርን ማከልን ታስቧል፣ እና በእያንዳንዱ አቅጣጫ አንድ ነባር የ HOV መስመርን ወደ ዋጋ ያለው የሚተዳደር መስመር በ I-270 መለወጥ። ለኤጀንሲው አስተያየቶች እና ለሕዝብ አስተያየት ምላሽ፣ MDOT SHA እና FHWA በአማራጭ 5 ላይ ያለውን ጥልቅ ትንታኔ የበለጠ ገምግመው ምርመራ ከተደረገባቸውን አማራጮች በጣም

[8] ከባድ ባቡር የመጓጓዣ አገልግሎት ሁኔታ ነው፣ (እንዲሁም ሜትሮ፣ የምድር ውስጥ ባቡር፣ ፈጣን መተላለፊያ፣ ወይም ፈጣን ባቡር ተብሎም ይጠራል) ለከባድ የትራፊክ ፍሰት አቅም ባለው በኤሌክትሪክ ባቡር ሀይል የሚሰራ ነው። በቋሚ ፍጥነት በሚሠሩ የባለብዙ መኪኖች ወይም የመንገደኛ በባለብዙ መኪና ባቡሮች ውስጥ በከፍተኛ ፍጥነት እና በፍጥነት ተለይቶ ይታወቃል።

[9] ቀላል ባቡር የመጓጓዣ አገልግሎት ሁኔታ ነው (የመንገድ ባቡር፣ ትራምዌይ ወይም ትሮሊይ ተብሎም ይጠራል) የሚንቀሳቀሱ ተሳፋሪ ባቡር መኪኖች በውልቅ (ወይም በአጭር ባቡሮች) በቋሚ ሀዲዶች ላይ። የቀላል ባቡር ተሽከርካሪዎች በተለምዶ በኤሌክትሪክ የሚነዱትና ከላይ ከተጠቀሰው የኤሌክትሪክ መስመር በትሮሊይ ወይም ፓነል በኩል በመሳሪያ አንቀሳቃሹ በተሽከርካሪው ላይ ይመራሉ።

[10] የአውቶቡስ ፈጣን መጓጓዣ ከፍተኛ ጥራት ያለው አውቶቡስ-ተኮር ስርዓት ሲሆን ራሱን የወሰነ መስመሮችን፣ አውቶቡሶችን፣ የትራፊክ ምልክትን ቅድሚያ፣ ከመሳፈሩ በፊት ቲኬት መሸጥ፣ ከፍ ያሉ መድረኮችን እና የተሻሻሉ ጣቢያዎችን ሊያካትት የሚችል ፈጣን እና ቀልጣፋ አገልግሎት ይሰጣል።

መጥፎ አፈፃፀም ያለው መሆኑ ተገንዝበዋል፣ ለአብዛኛዎቹ መለኪያዎች ነባር የትራፊክ ፍሰት እና የረጅም ጊዜ የትራፊክ እድገትን እና የጉዞ አስተማማኝነትን፣ በአገናኝ መንገዱ የጉዞ ጊዜ፣ በአገልግሎት አሰጣጥ ደረጃ እና በመጓጓዣ ጊዜ[11]፣(አጠቃላይ ዓላማ መንገዶች) ለመገምገም ያገለገሉ እና በስርዓት ሰፋፊ መዘግየት ምርመራ ከተደረገባቸውን አማራጮች መካከል በጣም የከፋው ሥራን የሚፈጽሙ መሆኑ ተገንዝበዋል። በተጨማሪም አማራጭ 5 የገንዘብ አቅርቦትን፣ ግብ ለማሳካት አልተሳካም፣ ምክንያቱም ለማቅረብ ከፍተኛ የሆነ የህዝብ ድጎማ ይጠይቃል። በፋይናንስ ትንተና ውጤቶች እና አሁን ያለውን የትራፊክ ፍሰት እና የረጅም ጊዜ የትራፊክ ዕድገት እና የጉዞ አስተማማኝነትን የመቋቋም ጉድለቶች ላይ በመመርኮዝ FHWA እና MDOT SHA አማራጭ 5 የጥናቱን ዓላማ እና ፍላጎቱን የማያሟላ በመሆኑ ምክንያታዊ አማራጭ አለመሆኑን ወስነዋል። ለጥናቱ እንደ ARDS አልተላለፈም። ሆኖም የኤጀንሲዎች ውሳኔዎችን ለድርጊታቸው ለማመቻቸት እና ግልፅ ለማድረግ፣ አማራጭ 5 በዚህ DEIS **ምእራፍ 3** እና **4** ላይ ባሉት ተፅእኖዎች ንፅፅር ተካቷል። የአማራጭ ማጣሪያዎቹ ማጣሪያ ውጤቶች እና የARDS የመለየት ምክንያት በ **ምእራፍ 2፣ ክፍል 2.5** እና **2.6** እና ተሰንዷል በ *የአማራጮች ቴክኒካዊ ዘገባ* (**አባሪ B**). ውስጥ ተዘርዝረዋል።

ምን ሌሎች አማራጮች ተሰተውለዋል?

MD 200 የአቅጣጫ መለዋወጫ አማራጭ

የፀደይ 2019 የህዝብ አውደ ጥናቶች እና የኤጀንሲ ስብሰባዎችን ተከትሎ፣ በርካታ የህብረት ሥራ ማህበራት እና ተሳታፊ ኤጀንሲዎች፣ ጉልህ በሆኑ፣ ቁጥጥር በተሰጣቸው ሀብቶች እና የመኖሪያ ሰፈራዎች ላይ ተፅእኖዎችን ለማስወገድ ወይም ለመቀነስ የ I-495 ን የላይኛው ክፍል በ I-270 እና I-95 መካከል ካለው ይልቅ፣ MDOT SHA (MD 200 የአቅጣጫ መለዋወጫ አማራጭ) መንገደኞች MD 200ን (የካውንቲ-ውስጥ አገናኝ) እንዲጠቀሙ የሚያስችል አማራጭ መንገድ አማራጩን እንዲገመግሙ ጠይቀዋል።

በቅርብ ጊዜ ውስጥ፣ የዚህ አማራጭ መነሻ ሃሳብ በአሁኑ ወቅት በMD 200 ባለው አቅም ምክንያት ብቁ ሆኗል፣ የ ሜሪላንድ መጓጓዣ ባለስልጣን (MDTA) ተቋም። እንደዚሁ፣ MDOT SHA ለአሜሪካ Legion Bridge ወይም ከዚያ ባሻገር (እና በተቃራኒ አቅጣጫ) የታሰበውን፣ በአጭር ጊዜ የመለዋወጫ አቅምን ለመጠቀም፣ MD 200ን ለመጠቀም እና በ I-495 የላይኛው አናት ላይ የተወሰነ እፎይታን ለመስጠት፣ ከሰሜን I-95 ከሚገኙት ነጥቦች ጀምሮ ላሉት የትራፊክ ፍሰት ለማበረታታት ከ MDTA ጋር እየሰራ ይገኛል። የዚህን ትራፊክ የተወሰነውን ለማዞር በመሞከር ላይ MDOT SHA ነባር ተለዋዋጭ የመልእክት መላላኪያ ምልክቶችን በመጠቀም ለ I-495 እና MD 200 የጉዞ ጊዜዎችን ለMDTA አቅርቧል። የጉዞ ሰዓቱ በMD 200 ላይ አጭር መሆኑን ካሳየ እና የጉዞው ክፍያ ለተጓዦች የሚረዳ ከሆነ ታዲያ ወደ MD 200 አቅጣጫ ለመቀየር መምረጥ ይችላሉ።

ሆኖም የጥናቱን ዓላማ እና ፍላጎትን በሚመለከት መፍትሔው፣ የ MD 200 የአቅጣጫ መለዋወጫ አማራጭ የረጅም ጊዜ የትራፊክ እድገትን ማመቻቸት፣ የጉዞ አስተማማኝነትን ማጎልበት እና የሽቀጦች እና የአገልግሎቶች እንቅስቃሴ መሻሻል አለበት። በ 2040 የንድፍ ዓመት፣ የትራፊክ ትንታኔ ውጤቶች እንደሚያመለክቱት የMD 200 የአቅጣጫ መለዋወጫ አማራጭ፣ የአማራጩን ምክንያታዊነት ለመገምገም በተጠቀሙባቸው ብዙ ልኬቶች ውስጥ ከሚታዩት የተጣሩ አማራጮች ሁሉ እጅግ የከፋ መሆኑን ጠቁመዋል። የMD 200 የአቅጣጫ መለዋወጫ አማራጭ የጥናቱ ዓላማ እና የረጅም ጊዜ የትራፊክ እድገትን ለማስተናገድ፣ የጉዞ አስተማማኝነትን ለማሳደግ ወይም የሸቀጦች እና የአገልግሎቶች እንቅስቃሴን የሚያሻሽል አይደለም። የMD 200 የአቅጣጫ መለዋወጫ አማራጭ ትንተና ማጠቃለያ **ምዕራፍ 2፣ ክፍል 2.5.3.b** ውስጥ ተካቷል እና በ *የአማራጮች ቴክኒካል ዘገባ*(**አባሪ B**). ውስጥ ተሰንዷል።

አማራጭ 9 የተሻሻለ (9M)

በARDS ላይ ለሕዝብ እና ለኤጀንሲ አስተያየት በሰጠ ምላሽ መሠረትMDOT SHA እና FHWA ARDS አማራጭ 9 (አማራጭ 9M) የተሻሻለ ተብሎ ከተታወቀ በኋላ ተጨማሪ አማራጮችን ገምግሟል። በ I-495 የላይኛው ጎን ላይ (I-270 ምዕራብ ጋዳ መሬት እና I-95) ላይ ባለው ተጋላጭ የአካባቢ ሀብቶች እና የንብረት ሰፈራዎች ላይ ተፅእኖዎችን ለማስወገድ ወይም ለመቀነስ አማራጭ 9M ጥምር ውስጥ አማራጭ 5 እና አማራጭ 9ን ያካተተ ነው። ትንታኔው የተጠናቀቀው በ I-495 በላይኛው ጎን በኩል ያሉ መስመሮችን መቀነስ የሚያካትት ከሆነ ይህ ጥናት የጥናቱን ዓላማ እና ፍላጎቱን በበቂ ሁኔታ ያሟላ እንደሆነ ለማወቅ ነው። በአጠቃላይ፣ አማራጭ 9M የእነዚህ ሁለት የተረጋገጠ አማራጮች ከ I-495 የላይኛው ወገን ካለው በ I-270 ምዕራብ ጋዳ መሬት እና I-95 መካከል በእያንዳንዱ አቅጣጫ ከሁለት የ HOT መስመሮች ይልቅ አንድ የHOT መስመር የመጨመር፣ ዋና ልዩነት ጋር አንድ ድብልቅ ነው።

አማራጭ 9M አማራጭ ከተጣሩት አማራጮች ጋር ተመሳሳይ የሆነ ዝርዝር ደረጃ የተገመገመ ሲሆን የጥናቱን ዓላማ እና ፍላጎቱን የሚያሟላ ሆኖ ተገኝቷል፣ ስለሆነም በዚህ DEIS ውስጥ እንደ ምክንያታዊ አማራጭ ተካቷል። የአማራጭ 9 የተሻሻለው ትንታኔ ማጠቃለያ በ **ምዕራፍ 2፣ ክፍል 2.6.4** ውስጥ የተካተተ ሲሆን በ አባሪ B የ *አማራጮች ቴክኒካዊ ዘገባ*(**አባሪ B**). ተሰንዷል።

[11] የአገልግሎት ደረጃ (LOS) ከ LOS A LOS F ድረስ ያለውን የትራፊክ ፍሰት ጥራት የሚለካ የመንገድ ክፍል የተመደበ የፊደል ደረጃ ነው።

በ DEIS ውስጥ እንደገና የተያዙ እና የተተነተኑ አማራጮች ምንድን ናቸው?

እንደ ARDS ወደፊት የሚከናወኑትን የተጣሩ አማራጮች ምክንያታዊነት ለመገምገም የመጀመሪያ ምህንድስና ከተጨማሪ የ ትራፊክ፣ ፋይናንስ፣ አካባቢያዊ ትንታኔዎች ጋር ተገንዝቧል። ይህ DEIS በ ARDS ላይ፣ ከዚህ በኋላ **የግንባታ አማራጮች** ተብለው በሚጠሩት እና አይፋል የግንባታ አማራጭ ተብሎ የሚጠራውን ተጨማሪ ትንታኔ እና ንጽጽር ያሳያል። በ DEIS ውስጥ የተያዙ እና የተተነተኑት አማራጮች በ **ሰንጠረዥ** ES- 1ውስጥ ተጠቃለዋል። የዚህ ጥናት የአማራጮች እድገት ላይ ተጨማሪ ማብራሪያ ለማግኘት **ምዕራፍ 2** ን ይመልከቱ።

ሰንጠረዥ ES- 1፣ በ DEIS ውስጥ የተያዙ እና የተተነተኑት አማራጮች

አማራጭ	መግለጫ
አማራጭ 1	አይፋል የግንባታ
አማራጭ 8	2-መስመር፣ የ ETL የሚተዳደሩ መስመሮች መገናኛ በ I-495 እና 1-ETL እና 1-መስመር HOV የሚተዳደር መስመር በ I-270
አማራጭ 9	2-መስመር፣ HOT የሚተዳደሩ መስመሮች መገናኛ በ ሁለቱም I-495 እና I-270
አማራጭ 9 የተሻሻለ (9M)	2-መስመር፣ HOT የሚተዳደሩ መስመሮች መገናኛ በ ምእራብ እና ምስራቅ የ I-495 እና በ I-270፣ 1-መስመር HOT የሚተዳደር መስመር በ I-495 የላይኛው ጎን
አማራጭ 10	2-መስመር፣ ETL የሚተዳደሩ መስመሮች መገናኛ በ I-495 እና I-270 በመጨመር 1-መስመር HOV የሚተዳደር መስመር በ I-270 ብቻ
አማራጭ 13B	2-መስመር፣ HOT የሚተዳደሩ መስመሮች መገናኛ በ I-495፣ HOT የሚተዳደር፣ ተቀልባሽ መስመር መገናኛ በ I-270
አማራጭ 13C	2-መስመር፣ ETL የሚተዳደሩ መስመሮች መገናኛ በ I-495፣ ETL የሚተዳደር፣ ተቀልባሽ መስመር መገናኛ እና 1-መስመር HOV የሚተዳደር መስመር በ I-270

አይፋል የግንባታ አማራጭ የጥናቱን ዓላማ እና ፍላጎትን አያሟላም፣ ግን ከሌሎቹ አማራጮች ጋር ለማነፃፀር ተጠብቆ ቆይቷል። የአማራጮች ፍተሻ ውጤት እና በአማራጭ በDEIS ውስጥ የተያዙ እና የተተነተኑት አማራጮች ለይቶ የማያውቅበት ምክንያት በ **ምዕራፍ 2፣ ክፍል 2.5** ውስጥ ተጠቃሏል እና በ *አማራጮች ቴክኒካዊ ዘገባ* (**አባሪ B**). ውስጥ ተመዝግበዋል።

በግንባታ አማራጮች ውስጥ ምን የመጓጓዣ ሽግግሮች ክፍሎች ይካተታሉ?

ለብቻ የሚንቀሳቀሱ የመጓጓዣ አማራጮች የጥናቱን ዓላማ እና ፍላጎትን የማያሟሉ ሆኖ ሲገኝ፣ እያንዳንዱ የግንባታ አማራጭ አሁን ያሉትን እና የታቀዱ በርካታ የብዝሃ-ዓይነት ተንቀሳቃሽነት እና ተያያዥነት ያሻሽላል።ከፍ ለማድረግ ከፕሮጀክቱ ዓላማ ጋር የሚስማሙ የሚከተሉትን የመጓጓዣ ክፍሎች ያካትታል፣

- በሚተዳደሩ መንገዶች ውስጥ ነፃ የአውቶቡስ አጠቃቀም የመጓጓዣ ፍጥነት ጭማሪን፣ አስተማማኝ ጉዞን ማረጋገጥ እና ከአካባቢያዊ አውቶቡስ አገልግሎት / ስርዓቶች ጋር በቀጥታ ከእንቅስቃሴ እና ኢኮኖሚያዊ ማዕከላት ጋር እንዲገናኙ መፍቀድ።

- በ ሲልቨር ስፕሪንግ ሜትሮ/MARC (US 29)፣ ሻዲ ግሮቭ ሜትሮ (I-370)፣ ትዊንብሩክ ሜትሮ (ዉቶን ፓርክወይ)፣ ሞንትጎመሪ ሞል የሽግግር ማእከል (ዌስትሌክ ቴራስ)፣ ሜዲካል ሰንተር ሜትሮ (MD 187 እና MD 185)፣ ኬንሲንግቶን MARC (MD 185)፣ ግሪን በልት ሜትሮ/MARC (ቼሪዉድ መስመር)፣ ኒው ካረልቶን ሜትሮ/MARC/Amtrak (US 50)፣ ላርጎ ታውን ሰንተር ሜትሮ (MD 202 እና MD 214)፣ እና ብራንች ኣቬኑ ሜትሮ (MD 5)፣ ነባር የመጓጓዣ ጣቢያዎች እና የታቀደ የትራንስፖርት ተኮር ልማት ቀጥተኛ እና ቀጥተኛ ያልሆኑ ግንኙነቶችን ማመቻቸት።

እነዚህ ንጥረነገሮች በ Montgomery፣ Prince George's፣ Frederick፣ Howard፣ Anne Arundel and Charles counties፣ as well as MDOT MTA commuter bus፣ MARC and WMATA፣ MDOT Secretary's Office of Planning and Capital Programming፣ MDOT SHA፣ FHWA፣ Federal Transit Administration (FTA)፣ and the MWCOG ከ P3 መርሃግብር በቀጥታ እና በተዘዋዋሪ የተነዱትን ከመጓጓዣ እና ከእቅድ አውራጃዎች ተወካዮችን ያካተተ *የሽግግር ሰራ ቡድን*፣ ውስጥም ከግምት ውስጥ ገብተዋል። በግንቦት 2019 የተጀመረው፣ የሽግግር ስራ ቡድን አሁን ባሉት የመጓጓዣ አገልግሎቶች ላይ ማብዓት ለመስጠት እና በሽግግር የሚተዳደር መስመሮችን ለመጠቀም የሚቻልባቸውን አጋጣሚዎች ለመለየት እንዲቻል ስምንት ጊዜ ያህል ተገናኝቷል (**ምዕራፍ 2፣ ክፍል 2.7.6** ይመልከቱ)።

የ *የመሸጋገሪያ አገልግሎት ማስተባበሪያ ዘገባ* በሰኔ 2020 በ P3 መርሃ ግብር ድርጣቢያ (https://495-270-p3.com/transit-benefits/) ላይ ለህዝብ የቀረበ ሲሆን ጉዳቱ የተደረሰባቸውን ካውንቲዎች ለማሳወቅ እና አስተማማኝነት እና ፍጥነት ያላቸውን እንደ ጥቅሞች ከፍ የማድረግ ስልቶች ያሉ በሚተዳደሩ መስመሮች ስለሚሰጡ ጉልህ የመጓጓዣ ሽግግር ዕድሎች አቅራቢዎች በአገልግሎት መስኩ ውስጥ የወደፊት ካፒታልን እና የአሠራር ፍላጎቶችን ለመገምገም እና ቅድሚያ ለመስጠት መሠረትን ይሰጣል፣ እና የክልላዊ የመጓጓዣ አገልግሎቶችን በ P3 መርሃ ግብር ውስጥ ለማካተት ስለሚረዱ መንገዶች ውይይት ለማድረግ ስራ ላይ ውሏል።

የአሜሪካ Legion ድልድይ መተካት የሚተዳደረው የመንገድ መስመር ክፍል አካል ነው?

አዎን፣ ሁሉም የግንባታ አማራጮች የአሜሪካን Legion ድልድይ ሙሉ በሙሉ በአዲስ መተካትን ያካትታሉ፣ የሰፋ ድልድይ (አሁን ያለውን ድልድይ ለማስፋፋት አይደለም)። አሁን ያለው ድልድይ ወደ 60 ዓመት ሊጠጋ ነው እናም ይህ ጥናት ምንም ይሁን ምን በሚቀጥሉት ጥቂት አስርት ዓመታት ውስጥ መተካት አለበት። አዲሱ ድልድይ ተመሳሳይ ቁጥር ያላቸውን ነባር ቁጥሮች ሁልጊዜ ለማቆየት በደረጃዎች ይገነባል፣ ስለሆነም አዲሱ ድልድይ በተመሳሳይ ነባር ቦታ ይተካል።

በአማራጮዎቹ ላይ የህዝብ አስተያየቶች እንዴት ተደርገዋል?

እስከዛሬ ድረስ ህዝቡ እና ባለድርሻ አካላት በጥናቱ፣ ዓላማው እና ፍላጎቱ፣ በአማራጭ ዘርፎች፣ በአማራጮዎች የመጀመሪያ ምርመራ፣ በአካባቢ እና በጉብረት ላይ የማስወገድ እና የማቃለል እርምጃዎችን እና ቅነሳ እርምጃዎችን በተመለከተ አስተያየት እንዲሰጡ ተበረታተዋል። በሕዝብ ተሳትፎ ሂደት፣ MDOT SHA የተቀበሏቸውን አስተያየቶች በጥልቀት ተመልክቶ የተወሰኑትን በጥናቱ ውስጥ ያካተተ ቢሆንም የሚከተሉትን አያካትትም፥ በ I-270 ላይ ያሉ የቀጥታ መንገድ ፍላጎቶችን ለመቀነስ አሁን ያለውን ሰብሳቢ እና አሰራጭ መስመሮችን ከ I-270 ላይ ማስወገድ፣ በአዲሱ የአሜሪካ Legion ድልድይ ላይ ለእግረኛ መንገድ ማበጀት፣ የተወሰኑ የተቀናጁ መስመሮችን ቀጥታ መድረሻ ቦታዎችን ማስወገድ ወይም መስጠት፣ በዚህ ጉልህ ሀብት ላይ ተፅእኖዎችን በእጅጉ ለመቀነስ የRock Creekን ማስለቀቅ ማስቀረት፣ አሁን ያሉትን ሁሉንም የድምፅ ማገጃ መተካት፣ እና አሁን ያሉትን እና የታቀዱ የብዝሃ-ዓይነት ተያያዥነትን እና ተንቀሳቃሽነትን ለማመቻቸት ተጨማሪ ዕድሎችን ከአካባቢያዊ የመጓጓዣ ሽግግር አቅራቢዎች ጋር መተባበርን በሚቀጥሉበት ጊዜ የተወሰኑ የመጓጓዣ አካላትን ማካተት። ለዝርዝር ጥናት የሚመከሩ አማራጮች (ARDS) ላይ ከህዝብ እና ከኤጀንሲዎች የተቀበሉ አስተያየቶችን ለመቅረፍ እንዲሁም በ I-495 የላይኛው ጎን ላይ የአካባቢ እና የማህበረሰብ ተፅእኖዎችን ለማስወገድ ወይም ለመቀነስ፣ MDOT SHA የ MD 200 (ICC)ን ያካተተ የ ተቀልባሽ አማራጭ እና አማራጭ 9 የተሻሻለ የአማራጮች ትንተና አካሂዷል። የእነዚህ ትንታኔዎች ውጤቶች በ **ምዕራፍ 2፣ 3 እና 4** እንዲሁም *ረቂቅ ክፍል4(f) ግምገማ* በ **አባሪ F**ውስጥ ይገኛሉ።

የመንገድን ግብር አቀራረጥ

አዳዲሶቹ መስመሮች ለምን የመንገድን ግብር ቀረጥ አለባቸው እና መንግስት እነሱን ለመገንባት ለምን ገንቢ ያስፈልጉታል?

የሜሪላንድ ግዛት በግምት ከ 8 እስከ 10 ቢሊዮን ዶላር የሚገመት ወጪ የዚህን ታላቅ ማሻሻያ ለመገንባት ገንዘብ የለውም። በተጨማሪም፣ ብድሮችን ለመክፈል የሚከፍሉ ክፍያዎችም ቢኖሩትም፣ መስተዳድሩ ለተሻሻሉ ብድሮች ለመክፈል ብድር ለመውሰድ የሚያስችል በቂ የቦንድ አቅም የለውም። ስለዚህ ክልሉ በፉክክር ሂደት ውስጥ ገንቢን ይመርጣል እናም ገንቢው የሚከፍለውን ገቢ በመጠቀም ለተወሰነ ጊዜ የሚተዳደር መስመሮችን ለመንደፍ፣ ለመገንባት፣ ፋይናንስን ለማከናወን፣ እና ለማቆየት በሚችልበት P3 ስምምነት ውስጥ ይገባል። MDOT SHA በ I-495 እና I-270 ላይ ሁሉንም መስመሮችን በባለቤትነት እንደሚይዝ እና ሀይዌይ የታቀደውን የትራንስፖርት ተግባራቸውን እንደሚያሟላ ያረጋግጣል።

የሚተዳደሩ ዋጋ ያላቸው መስመሮች እንዴት ይሰራሉ?

ሁሉም የግንባታ አማራጮች ተለዋዋጭ ክፍያዎችን ለሚተዳደሩ መስመሮች (HOT ወይም ETL) ለጥናቱ ሙሉ ርዝመት ያካትታሉ። የክፍያ መጠየቂያ ተመኖች በተፈቀደለት የክፍያ መጠየቂያ ክልል ውስጥ ይስተካከላል እና በየአምስት እስከ 15 ደቂቃዎች ባለው የትራፊክ ሁኔታዎች ውስጥ ለሚከሰቱ የእውነተኛ ጊዜ ለውጦች ምላሽን ሊለዋወጥ ይችላል። የሚከፈልባቸው ፕላዛዎች፣ የክፍያ መጠየቂያ ጎጆዎች እና የጥሬ ገንዘብ ክፍያዎች ሳይኖሩ፣ ክፍያው በሀይዌይ ፍጥነቶች በኤሌክትሮኒክ መንገድ ይሰበሰባል። በዚህ አቀራረብ የትራፊክ ፍሰት የሚተዳደር ነው፣ መጨናነቅ ይቀንሳል እና በትንሹ አማካይ የ 45 ማይል ፍጥነት በሚተዳደሩ መስመሮች ይጠበቃል።

የመንገድን ግብር የክፍያ ምጣኔ እንዴት ይዘጋጃል?

የክፍያ መጠየቂያ መጠን በሜሪላንድ ኮድ ደንቦች (COMAR) 11.07.05 ውስጥ በተጠቀሰው ሂደት መሠረት-የመንገድን ግብር መርሃግብር ክለሳዎች የህዝብ ማስታወቂያ፣ የህዝብ ግብዓትንም ጨምሮ ይዘጋጃል። በአጠቃላይ፣ ትራፊኩን ለማስተዳደር እና መገልገያዎቹ አስፈላጊውን የትራፊክ አፈፃፀም መስፈርቶችን ማሟላታቸውን ለማረጋገጥ የሚመከር የክፍያ መጠየቂያ መጠን ይዘጋጃል። የክፍያ መጠየቂያ ተመን ክልል በአንድ ማይል የክፍያ መጠየቂያ መጠን ላይ አንድ የላይኛው ወሰን ጨምሮ ያካትታል። የሚመከረው የክፍያ መጠን ለ MDTA ቦርድ አባላት እንዲገመገም ይቀርባል። ሕዝብ የክፍያ መጠን ላይ አስተያየቶችን የመስጠት እድል እንዲኖል የሕዝብ ችሎቶች እና በትንሹ የ 60 ቀናት የሕዝብ አስተያየት ጊዜ ይካሄዳሉ። የህዝብ አስተያየቶች ለMDTA ቦርድ አባላት (የቀረቡት ክለሳዎችን ጨምሮ) አስፈላጊ ሆኖ ይሰራጫል እና ቦርዱ በሚከፍለው የክፍያ መጠን ላይ ድምጽ ይሰጣል። የሚተዳደሩ ሌይኖች አንዴ ከተከፈቱ፣ የትራፊክ እና የሌን የአፈፃፀም መስፈርቶች መሟላታቸውን ለማረጋገጥ የክፍያ ዋጋው በተረጋገጠ የፀደቀው የ MDTA የክፍያ ዋጋ ክልል ውስጥ ይስተካከላል።

የመንገድን ግብር የክፍያ መጠን ምጣኔዎች ምን ሊሆኑ ይችላሉ?

የዕቅድ ጥናቱ እና DEIS ለተቀናጁት መንገዶች የመጨረሻውን የታቀደው የክፍያ መጠን ምጣኔን አይመክሩም፣ ሆኖም (በ I-270 እና I-495 ላይ የትራፊክ ፍላጎትን እና መጨናነቅን መቆጣጠር፣ እና በሰዓት 45 ሜትር በተቀናጁ መንገዶች ውስጥ ማረጋገጥ) እንዲሁም የግንባታ አማራጮች አማራጭ በገንዘብ የሚቻል መሆን አለመሆናቸውን ለማወቅ፣ የክፍያ ተመኖች የጥናቱን ግቦች ለማሳካት ተገምተዋል። ስለዚህ፣ ለማቀድ ዓላማ ብቻ፣ የE-Zማስተላለፍን ለሚጠቀሙ ተሳፋሪ መኪናዎች ለሁሉም ጊዜዎች የሚገመተው የመክፈቻ ዓመት (2025) አማካይ ማይል በሳምንት (በ 2020$) ይነበረው ፥ $0.70/ማይል ለ አማራጭ 8፣ $0.69/ማይል ለ አማራጭ 9፣ $0.77 ለ አማራጭ 9M፣ $0.68/ማይል ለ አማራጭ 10፣ $0.73/ማይል ለ አማራጭ 13B፣ እና $0.71/ማይል ለ አማራጭ 13C። ዞሮ ዞሮ፣ በሕዝብ ግምገማ እና አስተያየት ከተሰጠ በኋላ የክፍያ መጠኖች በMDTA ቦርድ ይመደባሉ። የመጨረሻዎቹ የክፍያ ዋጋዎች ከፀደቁ በኋላ በዚህ DEIS ውስጥ የተገለጹት አካባቢያዊ እና ማህበረሰብ ተፅእኖዎች በከፍተኛ ሁኔታ ይለያያሉ ተብሎ አይጠበቅም፣ ምክንያቱም የዕቅድ-ደረጃ የክፍያ ዋጋዎችን ለመገመት የንድፍ አሰጣጥ ሂደት በቦርዱ እንዲመረምር ለ MDTA የሚቀርቡ የዋጋ ተመን መጠን ትንታኔዎችን ለመደገፍ ከአምሳያው ሂደት ጋር ተመሳሳይ ነው።

መጓጓዣ እና ትራፊክ

የሚተዳደር መስመር ምንድን ነው?

የነፃ ፍሰት ፍጥነቶች ጠብቆ ለማቆየት በአውራ-ጎዳና የሚጓዙትን ተሽከርካሪዎች ብዛት ለማመቻቸት።እንደ የመስመር-አጠቃቀም እገዳዎች ወይም የመጨናነቅ ዋጋዎችን የመሳሰሉ ስትራቴጂዎችን የሚጠቀሙ የአውራ-ጎዳና መገልገያዎች። ተጓዳኝ አጠቃላይ ዓላማዎች መጨናነቅ በሚታሰብበት ጊዜም እንኳ የሚቀናጁት መንገዶች ተቀባይነት ባለው የአገልግሎት ደረጃ እንዲሰሩ ተደርገው የተቀየሱ ናቸው። ምክንያቱም መስመሩን በመጠቀም ፍሰታቸውን ሳያቋርጡ የተሽከርካሪዎችን ቁጥር ለመቆጣጠር የተደራጁ ስለሆኑ፣ የሚተዳደሩ መስመሮች ለተጠቃሚዎች መድረሻቸውን(ቻቸውን) ለመድረስ ይበልጥ አስተማማኝ አማራጭን ይሰጣቸዋል። የሚቀናበሩ መንገዶች ሊያካትቱ የሚችሉት ግን በእነዚህ ብቻ አይገደቡም ለ፥ HOV መስመሮች፣ HOT መስመሮች፣ ETLs፣ እና አውቶቡስ-ብቻ-መስመሮች

ለጥናቱ ምን የትራፊክ ትንተና ተደረገ?

በ 2040 ዲዛይን ዓመት የጥናቱን ዓላማ እና ፍላጎታቸውን የማሟላት አቅማቸውን ለመገምገም እያንዳንዱ የትራፊክ እንቅስቃሴ ዝርዝር ትንታኔዎች ተሠርተዋል። የግምገማው ዘዴ ሶስት-ደረጃ ሂደትን አካቷል። በመጀመሪያ፣ የሜትሮፖሊታን ዋሺንግተን መንግስታት የጉዞ ፍላጎት ሞዴልን (የሜትሮፖሊታን ዋሺንግተን መንግስታት ምክር ቤት (MWCOG) ሞዴልን)፣ ለእያንዳንዱ የግንባታ አማራጮች የክልል ትንበያ ሞዴል ተዘጋጅቷል። በዋሽንግተን ዲሲ የሜትሮፖሊታን አካባቢ ፕሮጀክቶችን ለመገምገም በመደበኛነት በ MDOT SHA እና በሌሎች የትራንስፖርት ኤጀንሲዎች የሚጠቀሙበት ሞዴል ነው። MWCOG የሞዴል ሥሪት 2.3.71 ጥቅም ላይ ውሏል፣ ትንታኔው በተነሳበት ጊዜ የቅርቡ የቅርቡ ሞዴል ስሪት ነበር። በመቀጠልም ከ MWCOG አምሳያዎች የተገኘው ውጤት ለየ 2040 ዲዛይን አመት ለእያንዳንዱ የመንገድ ክፍል እና የእድገት እንቅስቃሴን በእያንዳንዱ የግንባታ አማራጭ ጊዜ ውስጥ ሚዛናዊ የትራፊክ መጠን ትንበያዎችን ለማዘጋጀት ጥቅም ላይ ውሏል። በመጨረሻም፣ ለእያንዳንዱ የግንባታ አማራጭ የትራፊክ ማስመሰያዎች (ሞዴሎች) በእያንዳንዱ የጠዋት ክፍለ ጊዜ (ከጠዋቱ 6 ሰዓት እስከ ጠዋቱ 10 ሰዓት) እና የ ከሰዓት ክፍለ ጊዜ (ከቀኑ 3:00 እስከ ከምሽቱ 7:00) ላይ የተገመተውን የሥራ አፈፃፀም ለመወሰን VISSIM ሶፍትዌርን በመጠቀም የተገነቡ ናቸው።

የትራፊክ ተልዕኮአዊ ትንታኔዎች ውጤቶች ምንድ ናቸው?

የእያንዳንዱ አማራጭ የንድፍ ዓመት 2040 የትራፊክ ሥራ አፈፃፀም ግምገማ ከዚህ በታች እና በዚህ DEIS **ምዕራፍ 3** ተዘርዝረዋል።

- **አማራጭ 1 (አይፋል የግንብታ)** በነባር ሁኔታዎች ውስጥ የገጠሙትን የትግበራ ጉዳዮች በሙሉ አያስተናግድም፣ እናም የረጅም ጊዜ የትራፊክ ዕድገትን ማስተናገድ አይችልም፣ በዚህም የዘገየ የጉዞ ፍጥነቶች፣ መዘግየቶች፣ ረጅም የጉዞ ጊዜዎች እና አስተማማኝ ያልሆነ መገናኛ።

- **አማራጭ 5** የጥናቱን ዓላማ እና ፍላጎቱን ስለማያሟላ በአሁኑ ወቅት ያለውን የትራፊክ ፍሰት እና የረጅም ጊዜ የትራፊክ ዕድገት እና የጉዞ አስተማማኝነትን በማሟላት ረገድ ጉድለቶች በመኖሩ ምክንያታዊ አማራጭ እንዳይሆን ተወስኗል። ሆኖም የአማራጭ 5 ውጤቶች በዚህ ንፅፅር ለማነፃፀር ብቻ በዚህ DEIS ውስጥ ተካትተዋል። ለበለጠ መረጃ *የአማራጭ ቴክኒካዊ ዘገባ* (**አባሪ B**) ይመልከቱ።

- **አማራጭ 8**, **አማራጭ 13B**፣ እና **አማራጭ 13C** በሁሉም ልኬት ውስጥ የ አይፋል የግንባታ አማራጭ ያሟላሉ። ሆኖም፣ እነዚህ አማራጮች በማናቸውም የተተገበሩ የአሠራር መለኪያዎች ውስጥ በመጀመሪያ ደረጃ አልያዙም ስለሆነም ለመጠነኛ ጥቅሞችን ብቻ ይጠበቃሉ።

- **አማራጭ 9M** በመጀመሪያ እንደ የግንባታ አማራጭ አልተካተተም፣ ግን እስከ ተመሳሳይው ዝርዝር ደረጃ ድረስ ተገምግሟል። ይህ አማራጭ እንደ አማራጭ 5 እና አማራጭ 9 ጥምር ውስጥ ያካተተ ነው የተጠናው። ለበለጠ መረጃ **ምዕራፍ 2፣ ክፍል 2.6.4** እና የ *አማራጮች ቴክኒካዊ ዘገባ* (**አባሪ B**) ይመልከቱ። አማራጭ 9M አማራጭ በእያንዳንዱ ልኬት ላይ አማራጭ 1 ን ይሠራል፣ ግን በአማራጭ 8፣ በአማራጭ 13B፣ እና በአማራጭ 13C ተመሳሳይ በሆነ ጥናት ከተመረጡት ማንኛውንም የአሠራር መለኪያዎች ውስጥ በመጀመሪያ ደረጃ አይይዝም።

- **አማራጭ 9** እና **አማራጭ 10** በተመረጡት ሁሉም የአሠራር መለኪያዎች ውስጥ በተከታታይ በጥሩ ሁኔታ ይከናወናል፣ እና እያንዳንዱ አማራጭ ከስድስቱ ቁልፍ መለኪያዎች ውስጥ ከሦስቱ አንደኛ ደረጃ ይወጣል። ከአማካይ ፍጥነት አንፃር፣ LOS እና በአከባቢው መገናኛ ላይ ካለው ውጤት አንፃር አማራጭ 9 የተሻለውን ይፈፀማል። አማራጭ 10 በመዘግየት፣ በጉዞ ጊዜ መረጃ ጠቋሚ እና በተስማሚነቱ የተሻለውን ያከናውናል። እነዚህ ሁለት አማራጮች ለ I-495 እና I-270 የሚተዳደሩ መስመሮች የጥናት አካባቢ እና ለአከባቢው የትራንስፖርት መገናኛ ምርጥ የሥራ አፈፃፀም ጥቅሞችን እንደሚያቀርቡ ይጠበቃል። ለዝርዝር መረጃ **ምዕራፍ 3** እና **አባሪ C** ይመልከቱ።

የአካባቢ ሀብቶች፣ መዘዞች እና ቅነሳዎች

በ DEIS እና ደጋፊ የቴክኒካዊ ዘገባዎች ውስጥ በተሰነደው ትንተና ምን የአካባቢያዊ ሀብቶች ተገንዝቧል?

የ DEIS **ምዕራፍ 4** በጥናቱ ኮሪደሮች ውስጥ ተለይተው የሚታወቁትን ነባር የአካባቢ ሁኔታዎችን፣ በአካባቢያዊ ተፅእኖዎች ላይ የሚጠበቁትን ተፅእኖዎች፣ እና በእነዚያ ሀብቶች ላይ የማይታዩ ተፅእኖዎችን ለማስወገድ፣ ለመቀነስ እና ለ እምቅ-ቅነሳ የሚያስችሉ እርምጃዎችን ያቀርባል። ውጤቶችን ለማስቀረት እና ለመቀነስ ተጨማሪ ዕድሎች በ FEIS ውስጥ ከግምት ውስጥ ይገባል እና በሰነድ ውስጥ ይመዘገባሉ። የተተነተኑት የአካባቢ ሀብቶች እና አርእስቶች

1. የመሬት አጠቃቀም እና የዞን ክፍፍል
2. ሥነ-ሕዝብ
3. ማህበረሰቦች እና የማህበረሰብ ተቋማት
4. ፓርኮች እና መዝናኛ ተቋማት
5. የንብረት ግዥዎች እና መልሶ ማስፈር
6. ምስላዊ እና ውበት ያላቸው ሀብቶች
7. ታሪካዊ ሥነ ሕንፃ እና አርኪኦሎጂያዊ ሀብቶች
8. የአየር ጥራት
9. ጫጫታ
10. አደገኛ ቁሳቁሶች
11. የመሬት አቀማመጥ፣ ስነ ምድር እና አፈር
12. Wetland ን ጨምሮ የአሜሪካ ውሀዎች እና የግዛቱ ውሃ
13. የውሃ-ፍሳሽ እና የምድር ላይ የውሃ ጥራት
14. የከርሰ ምድር ውሃ ስነውሃ
15. የጎርፍ መጥለቅለቆች
16. የእትክልት እና ምድራዊ መኖሪያ
17. ምድራዊ የዱር-ህይወት
18. የውሃዊ ህይወት መኖሪያ
19. አልፎ አልፎ፣ ለፍራቻ እና ለአደጋ የተጋለጡ ዝርያዎች
20. ልዩ እና ትብ አካባቢዎች
21. የአካባቢ ፍትህና የርዕስ VI ማክበር
22. ቀጥተኛ ያልሆኑ እና የሚከማቹ ውጤቶች
23. የግንባታ መዘዞች
24. የሀብቶች ቁርጠኝነት

በአካባቢያዊ ሀብቶች ላይ የግንባታ አማራጮች ተፅእኖዎች ምንድን ናቸው?

በ **ምዕራፍ 4** ላይ የቀረቡት አካባቢያዊ መዘዞች ለ አይፋል የግንባታ እና የግንባታ አማራጮች ተብለው ተገልፀዋል። ምክንያቱም የግንባታ አማራጮች፣ አስቸጋሪ በሆነ አካባቢ ውስጥ አሁን ያሉትን አውራ-መንገዶች ያስፋፋሉ እና/ወይም እንደገና ያጠናቅቃሉ፣ እና የምህንድስና መስፈርቶች በሁሉም የግንባታ አማራጮች መካከል ተመሳሳይ ስለሚሆኑ አጠቃላይ የተፅእኖዎች ስፋት በጣም ተመሳሳይ እንደሚሆን ይጠበቃል። በዚህ የዲዛይን ደረጃ ላይ የቀረቡት ያልተመጣጠነ ተፅእኖዎች በDEIS ውስጥ ዘላቂ ወይም የረጅም ጊዜ ውጤቶች እንደሆኑ ይታመናል። በ(**ሰንጠረዥ** ES- 2 **እና 4-1**)ይመልከቱ። ዲዛይን በተመረጠው አማራጭ ላይ ሲሻሻል፣ የረጅም ጊዜ ተፅእኖዎች ይታጠራሉ እና የተወሰኑ የአጭር-ጊዜ፣ ከግንባታ ጋር የተዛመዱ ውጤቶች በ FEIS ውስጥ

ተለያይተው ይያዛሉ እና ይመዘገባሉ። የተጠበቁ የግንባታ ውጤቶች በ **ምዕራፍ 4** እና በ **ምዕራፍ 2፣ ክፍል 2.7.3** ውስጥ በጥራት ተወያይተዋል። በ አይፋል የግንባታ እና በ የግንባታ አማራጮች መካከል ያለው የአካባቢ ተጽዕኖ ማጠቃለያ በ **ሰንጠረዥ** ES- 2. ውስጥ ተገልጿል።

ለአካባቢያዊ ሀብቶች ተፅእኖዎች ከግምት ውስጥ ሲገቡ ምን ዓይነት የመወገድ እና የመቀነስ እድሎች ተቆጥረዋል?

በዚህ ደረጃ በ NEPA ጥናት ውስጥ፣ መወገድ እና መቀነስ ዕድሎች ለ መናፈሻ ቦታዎች፣ እርጥብ መሬቶች፣ እርጥብ መሬት ላኪዎች፣ የውሃ መንገዶች፣ ደኖች እና የ ፌደራል የአደጋ ጊዜ አስተዳደር ኤጀንሲዎች የ 100 ዓመት የጎርፍ መጥለቅለቅ ተለይቶ ከክትትል እና ሀብትና ኤጄንሲዎች ጋር ተቀናጅቷል። በዚህ የጥናት የመጀመሪያ ደረጃ ላይ በሁሉም አካባቢዎች ሊተገበሩ የሚችሉ ተፅእኖዎች ተወግደው ቀንሰዋል፣ እና የማስወገድ እና የመቀነስ ቴክኒኮች በተለይ ትብ በሆኑ ወይም በመዝናኛ ዋጋ ባላቸው አንዳንድ መስኮች በተለይ ታድሰዋል። ለተጨማሪ መረጃ **ምዕራፍ 4፣** *ረቂቅ ክፍል 4(f) ግምገማ* (**አባሪ F**)፣ እና *የማስወገድ፣ የመቀነስ እና የተፅእኖዎች ዘገባ* (**አባሪ M**) ይመልከቱ። ሊወገዱ የማይችሉ ተፅእኖዎችን ለማስወገድ፣ ለመቀነስ እና እምቅ-ቅነሳ የተደረገው ጥረት ከሚመለከታቸው የቁጥጥር እና የሀብት ወኪሎች ጋር በቀጣይ እና በቀጣይ ቅንጅት ይቀጥላል።

ሊወገዱ ለማይችሉ አካባቢያዊ ተፅእኖዎች ምን ዓይነት እምቅ-ቅነሳ እየተደረገ ነው?

በአካባቢያዊ ሀብቶች ላይ መወገድ የማይችሉ ተፅእኖዎች እምቅ-ቅነሳ በግንባታ አማራጮች ላይ በመመርኮዝ ከግምት ውስጥ ገብቷል። የታቀደው ፅንሰ-ሀሳብ ቅነሳ በሚተገበር መረጃ በ **ምእራፍ 4** እና በቀረበው *ፅንሱ-ሃሳብ ቅነሳ ዕቅድ* (**አባሪ Q**) ውስጥ በዝርዝር ተብራርቷል፣ ለሚከተሉት ሀብቶች፥ እርጥብ መሬት፣ ደኖች፣ ያልተለመዱ፣ አስጊ እና አደጋ ላይ ያሉ ዝርያዎች፣ ፓርክ መሬት፣ ባህላዊ ሀብቶች፣ ጫጫታ፣ አየር፣ ንብረቶች፣ አደገኛ ቁሳቁሶች፣ የመሬት አቀማመጥ፣ ስነ ምድር፣ አፈር፣ የከርሰ ምድር ውሃ፣ የአካባቢ ፍትህ፣ የእይታ ውበት፣ የውሃዊ ህይወት መኖሪያ፣ እና ልዩ እና ተባ አካባቢዎች። ጥናቱ እየሰፋ ሲሄድ እና በህዝብ፣ ባለድርሻ አካላት እና በኤጀንሲው አስተያየት ግምት ውስጥ ሲገቡ ተጨማሪ የ ቅነሳ እርምጃዎች ተለይተው ይታወቃሉ።

ክፍል 4(f) ምንድን ነው?

ክፍል 4(f) የ USDOT የ 1966 ድንጋጌ፣ እንደተሻሻለው (49 U.S.C. 303(C)) የ USDOT፣ FHWA ን ጨምሮ የሚከተሉት ሁኔታዎች ካልተመለከቱ በስተቀር በሕዝባዊ ባለቤትነት የተያዘ መናፈሻ፣ የመዝናኛ ስፍራ፣ የዱር አራዊት ወይም የውሃ መውረጃ መጠለያ ወይም የህዝብ ወይም የግል ታሪካዊ ቦታ መሬትን መጠቀምን ማፅደቅ እንደማይቻል ያብራራል፥

- FHWA ከንብረቱ ላይ መሬትን ከመጠቀም ውጭ አማራጭና ጥንቃቄ የተሞላበት የማስወገድ አማራጭ እንደሌለ ይወስናል፣ እና እርምጃው ከእንደዚህ ዓይነቱ አጠቃቀም የሚመጣው ንብረት ላይ ጉዳት ለመቀነስ ሁሉንም እቅዶች ያጠቃልላል (23 CFR §774.3(a)(1) እና (2))፣ ወይም
- FHWA በአመልካቹ የተፈጸመውን ጉዳት ለመቀነስ ማንኛውንም እርምጃ ጨምሮ በክፍል 4(f) ንብረቶች አጠቃቀም ላይ በንብረቱ ላይ *አነስተኛ* ተጽዕኖ ይኖረዋል ብሎ (23 CFR §774.3(b))ይወስናል።

የክፍል 4(f) ተፅእኖዎች ምንድናቸው?

የ ክፍል 4(f) አንድ "አጠቃቀም" (ወይም ተጽእኖ ለ ክፍል 4(f)) የሚከሰተው፥

(i) መሬት በመጓጓዣ ተቋም **በቋሚነት የተዋሃደ** ውስጥ ሲካተት፥
(ii) በሕጉ ውስጥ በተቀመጠው ደንብ መሠረት የሚወሰነው **ጊዜያዊ የመሬት ይዞታ** በሚኖርበት ጊዜ በሚከተለው መስፈርት መሠረት በ 23 CFR §774.13(d)፥ ወይም
(iii) ሲኖር **ገንቢ አጠቃቀም** በክፍል 4(f) ንብረት ውስጥ በተጠቀሱት መስፈርቶች መሠረት በ 23 CFR §774.15.

በአገናኝ መንገዱ ጥናት ወሰን ውስጥ የህዝብ መናፈሻዎች እና መዝናኛ ስፍራዎችን እና ታሪካዊ ሥፍራዎችን ጨምሮ በአጠቃላይ 111 ክፍል 4(f) ንብረቶች ተለይተዋል። ከ 111 የክፍል 4(f) ንብረቶች ውስጥ 68ቱ የክፍል 4(f) ጥቅም ላይ ይውላሉ (ተፅእኖ) እና 43 ይወገዳሉ። ጥቅም ላይ ከሚውሉ ከ 68 ክፍል 4(f) ንብረቶች ውስጥ 36 አነስተኛ ክፍል 4(f) አጠቃቀምን ያስከትላል፣ 22 የማስወገድ አማራጮችን እና ትንታኔዎችን ግምገማ እና ቢያንስ አጠቃላይ ጉዳት ትንታኔ ይጠይቃል፣ እና አራት ንብረቶች ልዩ መስፈርቱን ያሟላሉ። **ምዕራፍ 5፣ ክፍል 5.5** እና **አባሪ F** ተጨማሪ ዝርዝሮችን ለማግኘት በ *ረቂቅ ክፍል 4(f) ግምገማ* ላይ ይመልከቱ።

ሰንጠረዥ ES- 2፥ የአማራጮቹን ተጽእኖዎች የማነፃፀር ማጠቃለያ[1]

	ሁኔት	አማራጭ 1 አይቆል የግንባታ	አማራጭ 5[2]	አማራጭ 8	አማራጭ 9	አማራጭ 9M	አማራጭ 10	አማራጭ 13B	አማራጭ 13C
አካባቢያዊ	በክፍል 4(f) አጠቃላይ ሊሆኑ የሚችሉ ተፅእኖዎች መናፈሻ እና ታሪካዊ ንብረቶችን (acres) ጨምሮ	0	141.7	146.8	146.8	144.7	149.0	145.5	146.7
	ቁጥር የ አሉታዊ ተፅእኖ ያላቸው የታሪካዊ ንብረቶች[3] [አሉታዊ ተጽዕኖ ሊታወቅ አይችልም][4]	0	13 [7]	13[7]	13[7]	13[7]	13[7]	13[7]	13[7]
	የ 100 ዓመት የጎርፍ መጥለቅለቅ (acres)	0	114.3	119.5	119.5	116.5	120.0	119.5	119.9
	ልዩ እና ትብ አካባቢዎች (acres)	0	395.3	408.2	408.2	401.8	410.8	406.7	408.6
	ሚስጥራዊነት ያላቸው ዝርያዎች የፕሮጀክት ማምጣጣ አካባቢ (acres)	0	151.7	155.0	155.0	153.7	155.0	155.0	155.0
	የደን ጥላ (acres)	0	1,434	1,497	1,497	1,477	1,515	1,489	1,503
	እርጥብ መሬቶች ልዩ የግዛት ጉዳይ	0	0	0	0	0	0	0	0
	እርጥብ ቦታዎች፣ በመስክ የተገመገሙ	0	15.4	16.3	16.3	16.1	16.5	16.3	16.1
	እርጥብ ቦታዎች፣ 25-ጫማ ቋት (acres)	0	51.2	53.1	53.1	52.7	53.6	53.1	53.5
	የ US ውሃዎች (የርዝመት ጫማ)	0	153,702	155,922	155,922	155,229	156,948	155,822	156,632
	ተርታ II ፈሰሶች (acres)	0	55.2	55.3	55.3	55.3	55.3	55.3	55.3
	ጫጫታ ተቀባዮች ተጽዕኖ አሳድረዋል[5]	0	3,661	4,470	4,470	4,249	4,581	4,411	4,461
ትራፊክ	በስርዓት-አቀፍ መዘግየት ቁጠባዎች ከ አይቆል የግንባታ ጋር (ጠዋት/ከሰዓት)[6]	0	20%/22%	23%/33%	34%/33%	30%/30%	35%/34%	27%/22%	26%/34%
ምህንድስና	አጠቃላይ የመንገድ ሙበት ያስፈልጋል[7] (acres)	0	284.9	323.5	323.5	313.4	337.3	318.9	329.3
	የንብረት ብዛት በቀጥታ የሚነካ	0	1,240	1,475	1,475	1,392	1,518	1,447	1,479
	የመኖሪያ ሰፈራዎች ብዛት	0	25	34	34	25	34	34	34
	የንግድ ሰፈራዎች ብዛት	0	4	4	4	4	4	4	4
	በ I-495 (ጫማ) ላይ የእግረኛ ስፋት	138–146	170-174	194-198	194-198	170-198	194-198	194-198	194-198
	በ I-270 (ጫማ) ላይ የእግረኛ ስፋት	228-256	194-198	218-222	218-222	218-222	242-248	202-206	226-230
	የዋና ወጪ ወሰን [ግንባታ እና ROW] (ቢሊዮኖች)	ተፈፃሚ የማይሆን	$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

ማስታዎሻዎች፥ [1] በዚህ ሰንጠረዥ ውስጥ የተወከሉት የመጀመሪያ ተጽዕኖዎች አጠቃላይ ተጽዕኖዎችን ያስባሉ፣ ዘላቂ እና ጊዜያዊ ተፅእኖዎች በ FEIS ውስጥ ተለይተው ይታወቃሉ።

[2] MDOT SHA እና FHWA የሚወሰነው አማራጭ 5 ተመጣጣኝ አማራጭ አይደለም ብለው ወስኗል፣ ግን ለማነፃፀር ዓላማዎች ብቻ በDEIS ውስጥ ተካትቷል።

[3] በታሪካዊ ንብረቶች ላይ ስለሚያስከትለው ውጤት ተጨማሪ ዝርዝሮችን ለማግኘት ምዕራፍ 4 ክፍል 4.7 እና አባሪ G፣ ክፍልፍል 1ን ይመልከቱ።

[4] አሁን ባለው የንድፍ መረጃ ላይ በመመርኮዝ ተፅእኖዎች በእነዚህ 7 ታሪካዊ ባህሪዎች ላይ ሙሉ በሙሉ መወሰን አይችሉም። MDOT SHA እነዚህን ባህሪዎች እንደ ዲዛይን ማሻሻያዎች በበለጠ ይገመግማሉ።

[5] ጫጫታ ተቀባዮች ከሌሎች አጠቃቀሞች መካከል፣ መኖሪያ ቤቶች፣ ትምህርት ቤቶች፣ የአምልኮ ስፍራዎች እና መናፈሻዎችንም ጨምሮ አጠቃቀምን የሚያካትቱ የጫጫታ-ስጋት የሆኑ የመሬት አጠቃቀሞች ናቸው። ያስተውሉ እነዚህ ቁጥሮች የሚያጠቃልሉት ነባር የጩኸት ግድግዳ የሌላቸውን ተቀባዮች እንዲሁም ይተካዋል ተብሎ የሚጠበቅ የጩኸት ግድግዳ የላቸውም

[6] የዚህ ሰንጠረዥ ቀዳሚ ስሪቶች አንድ ተጓዥ ውስጥ የቁጠባ ዓመታዊ አማካይ ሰዓታት ተመሳሳይ መለኪያዎችን ተጠቅመዋል። በስርዓት-ሰፊ መዘግየት ቁጠባዎች ለሁሉም የመንገድ ተጠቃሚዎች ጥቅማቸውን ያንፀባርቃሉ።]

[7] የመንገድ ሙበት የተመሰረተው በግዛቱ ሪኮርዶች ምርምር ላይ ሲሆን እንደአስፈላጊነቱ በካውንቲ የመንገድ ሙበት ተሞልቷል። በክፍል 4(f) ባህሪዎች፣ የታሪካዊ እና የፓርክ ድንበሮች በመጠን እና በቦታው ላይ ባሉ ቅጦች እና ልዩነቶች መኖራቸው ላይ በመመርኮዝ አንዳንድ ወሰኖች ሊለያዩ ይችላሉ።

ምን ዓይነት እሽታዎች፣ ማጽደቆች እና ፈቃዶች ያስፈልጋሉ?

ከ NEPA ማክበር በተጨማሪ ብዙ እሽትታዎች፣ ማጽደቆች እና ፈቀዳዎች ከ NEPA ሂደት ጋር በተመሳሳይ ጊዜ እየተስተባበሩ ነው፣ ወይም ከማናቸውም ማሻሻያዎች ግንባታ በፊት ሊገኝ ይችላል። **ሰንጠረዥ** ES- 3 አሁን ባለው የጥናት ዲዛይን ግምቶች እና ተጓዳኝ ተጽዕኖዎች ላይ በመመስረት የሚያስፈልጉ የፌዴራል፣ የግዛት እና የአከባቢ እሽታዎች፣ ፈቃዶች እና ማጽደቆች ያጠቃልላል። **ምዕራፍ 6፣ ክፍል 6.5**ን ይመልከቱ።

ሰንጠረዥ ES- 3፥ ሊሆን የሚቻል እሽታዎች እና ማጽደቆች

	እሽታ/ ማጽደቅ	ኃላፊነት ያለው/ፈቃድ ሰጪ ኤጀንሲ
NEPA	ብሔራዊ የአካባቢ ፖሊሲ ሕግ (NEPA) ማፅደቅ - የውሳኔ መዝገብ[1]	የፌዴራል አውራ-ጎዳና አስተዳደር
	ክፍል 4(f) ማጽደቆ	የፌዴራል አውራ-ጎዳና አስተዳደር
	ለአደጋ የተጋለጡ የእንስሳት ዝርያዎች ሕግ ምክክር	የአሜሪካ ዓሳ እና የዱር እንስሳት አገልግሎት/ NOAA-NMFS
	ክፍል 106 የፕሮግራም ስምምነት	የፌዴራል አውራ-ጎዳና አስተዳደር
	የንፁህ ውሃ ህግ ክፍል 404 እና ክፍል 10	የ US ጦር ሰራዊት መሐንዲሶች
	የ Maryland/Virginia ግዛት ውሃዎች (ክፍል 401)	የ US ጦር ሰራዊት መሐንዲሶች / የ Maryland የአካባቢ ክፍል / የ Virginia የአካባቢ ጥራት ክፍል
	የ Maryland ገለልተኛ ያልሆኑ እርጥብ-መሬት እና የውሃ መንገዶች ፈቃድ	የ Maryland የአካባቢ ክፍል
	የ Virginia እርጥብ-መሬት ጥበቃ ፈቃድ	የ Virginia የአካባቢ ጥራት ክፍል
በፊት ከግንባ	ልዩ አጠቃቀም ፈቃድ - በ VA እና MD ውስጥ ግንባታ	የ ብሔራዊ ፓርክ አገልግሎት
	የ Capper-Cramton ፓርክ ፈቃዶች	ብሔራዊ ካፒታል ዕቅድ ኮሚሽን
	ፓርክ ግንባታ ፈቃድ - M-NCPPC	የ Maryland ብሔራዊ ካፒታል ፓርክ እና የዕቅድ ኮሚሽን
	የ Maryland የደን ልማት ህግ ማፅደቅ	የ Maryland የተፈጥሮ ሀብቶች ክፍል
	የግዛት እና የካውንቲ የደን ጥበቃ ውጤት ማሻሻያ ማፅደቆች	የ Maryland የተፈጥሮ ሀብቶች ክፍል / የ Maryland ብሔራዊ ካፒታል ፓርክ እና የዕቅድ ኮሚሽን
	ከግንባታ እንቅስቃሴ ጋር ለተጎዳኘ ለጎርፍ ውሃ አጠቃላይ ፈቃድ - MD	የ US አካባቢያዊ ጥበቃ አጀንሲ/ የ Maryland የአካባቢ ክፍል
	ከግንባታ እንቅስቃሴ ጋር ለተጎዳኘ ለጎርፍ ውሃ አጠቃላይ ፈቃድ - VA	የ US አካባቢያዊ ጥበቃ አጀንሲ/የ Virginia የአካባቢ ጥራት ክፍል
	የጎርፍ ውሃ አያያዝ / የአፈር መሸርሸር እና የደለል መቆጣጠሪያ	የ Maryland የመጓጓዣ ክፍል - የግዛት አውራ-ጎዳና የአስተዳደር ዕቅድ ግምገማ ክፍል / የ Maryland የአካባቢ ክፍል
	የጎርፍ ውሃ አያያዝ / የአፈር መሸርሸር እና የደለል መቆጣጠሪያ	የ US አካባቢያዊ ጥበቃ አጀንሲ / የ Maryland የአካባቢ ክፍል / የ Virginia የአካባቢ ጥራት ክፍል
	የንፁህ ውሃ ህግ ክፍል 402 (MS4)	የ Maryland የአካባቢ ክፍል
	የውሃ ትግበራ እና አጠቃቀም ፈቃድ	የ Maryland የአካባቢ ክፍል

ማስታወሻ፥ [1]መሪው ኤጀንሲ ማንኛውንም አስፈላጊ የፈቃድ ውሳኔዎችን ለመደገፍ የፕሮጀክት የማድረግ ኃላፊነት ላለው ለሁሉም የፌዴራል ኤጀንሲ አንድ ROD ማዘጋጀት እና ማተም ሀላፊነት አለበት። የ ROD እያንዳንዱን ውሳኔ ያካተተ ነውእንደ ኤጀንሲው፣ በክፍል XIII በተደነገገው መሠረት ለአንድ ነጠላ ROD የተለየ ካልሆነ በስተቀር፣ ወይም የተቀናጀ FEIS / ROD ን ለማቅረብ እንዲችል የፌዴራል ሕግ ለዋናው ኤጀንሲ በሚሰጥበት ጊዜ። በስራ አስፈፃሚ ትእዛዝ 13807 መሠረት አንድ የፌዴራል ውሳኔን ተግባራዊ የማድረግ የመግባቢያ ሰነድ፣ https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

አንድ የፌደራል ውሳኔ አስፈፃሚ ትእዛዝ ምንድነው?

የ I-495 እና I-270 የተቀናጀ መስመር ጎዳና ጥናት "አንድ የፌዴራል ውሳኔ" *አስፈፃሚ ትዕዛዝ 13807፥* እየተከተለ ነው። *በአካባቢያዊ ግምገማ ውሳኔ ተግሳጽ እና ተጠያቂነት ማጠቃለም እና ለመሠረተ ልማት ፕሮጀክቶች ፈቃድ መስጠት*[12] የፌዴራል ኤጀንሲዎች የአካባቢ ግምገማዎችን እንዲያካሂዱ ይጠይቃል እና ለዋና መሰረተ ልማት ፕሮጀክቶች እንደ "አንድ የፌዴራል ውሳኔ (OFD)" እና የፍቃድ ውሳኔዎች። የአስፈፃሚ ትዕዛዙ 13807 (EO) በብሔራዊ የአካባቢ ፖሊሲ ሕግ መሠረት የአካባቢ ግምገማዎችን ለማጠናቀቅ አማካይ ጊዜን ለመቀነስ ግብ አውጥቷል፣ እና ለዋና መሰረተ ልማት ፕሮጀክቶች ፈቃድ መስጫ ውሳኔዎች EO በተጨማሪም መመሪያን በተወሰኑ ሁኔታዎች ካልሆነ በስተቀር መመሪያ ይሰጣል[13] የፌዴራል መሪ ኤጀንሲ እና ሁሉም ተባባሪ እና ተሳታፊ ኤጀንሲዎች "ማንኛውንም የግል ኤጀንሲ ውሳኔ በአንድ ሪኮርድን ውሳኔ (ROD) ይመዘግባሉ" እና አንድ ነጠላ የአካባቢ ተጽዕኖ መግለጫ (EIS) ማዘጋጀት። EIS ለኤጀንሲው ውሳኔ ለማሳወቅ በቂ ዝርዝር መረጃዎችን አካቷል፣ EO፣ ROD በተሰጠበት በ 90 ቀናት ውስጥ ፈቃድ እና ማፅደቅ ማግኘት ይፈልጋል[14]። በተጨማሪም EO ዋና ዋና የመሠረተ ልማት ፕሮጀክቶች አካባቢያዊ ግምገማ እና ፈቀዳዎች በሚሸፍን አንድ የፈቃድ የጊዜ ሠንጠረዥ እንዲተዳደሩ ይፈልጋል።

ለጥናቱ የሚቀጥሉት እርምጃዎች ምንድ ናቸው?

ይህ DEIS በ FHWA እና MDOT SHA የተፈረመ ሲሆን ለፈዴራል፣ ለክፍለ-ግዛቶች እና ለአከባቢ ኤጀንሲዎች እንዲሁም ለድርጅቶች እና ሌሎች ፍላጎት ላላቸው ወገኖች ተሰራጭቷል እናም ለህዝብ ግምገማ ይገኛል። ለ DEIS በ 90 ቀናት የግምገማ ጊዜ ውስጥ ሕዝባዊ ችሎቶች ይካሄዳሉ፣ የአስተያየት ቀነ-ገደቡ ጥቅምት 8 ቀን 2020 ነው። በዚህ የ 90 ቀናት የግምገማ ወቅት፣DEIS በጥናቱ ኮሪደሮች ሁሉ እና በፕሮጀክቱ ድርጣቢያ ላይ በሕዝባዊ አካባቢዎች ይገኛል https://495-270-p3.com/DEIS/። DEIS ላይ የሚሰጡ አስተያየቶች በእኩልነት ይወሰዳሉ፣ በቃልም ሆነ በጽሑፍ ቢቀበሉ እና የተሰራው በ፥

- በዋናው የመስሪያ ክፍል ውስጥ በአንዱ የሕዝብ ችሎት ውስጥ የቃል ምስክርነት
- በአንድ ልዩ ክፍል ውስጥ በግል ሕዝባዊ ችሎት ፊት ለድምጽ ዘጋቢ የቃል ምስክርነት
- በአደባባይ የህዝብ ችሎት በአስተያየት ቅጽ ላይ የተፃፉ አስተያየቶች
- ደብዳቤዎች ለ Lisa B. Choplin, DBIA, I-495 እና I-270 የ P3 የፕሮግራም ዳይሬክተር, I-495 እና I-270 የ P3 ቢሮ, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- የ DEIS አስተያየት ቅጽ በ https://495-270-p3.com/DEIS/
- ወደ MLS-NEPA-P3@mdot.maryland .gov ኢሜይል ይላኩ።

የ 90 ቀናት የግምገማ ጊዜን ተከትሎ፣ MDOT SHA እና FHWA ሁሉንም አስተያየቶች ይገመግማሉ እናም በአስተያየቱ ጊዜ መጨረሻ በ FEIS ዝግጅት ወቅት ለተቀበሉት ወይም ለፖስታ ለተለጠፉ ጉልህ አስተያየቶች ሁሉ ምላሽ ይሰጣሉ ከዚያን ቀን በኋላ የተቀበሉት ወይም በፖስታ የተለጠፉ አስተያየቶች ተከልሰው የሚቻለውን ያህል ይወሰዳሉ። የሁሉም አስፈላጊ አስተያየቶች ባህሪ በተጨማሪ፣ FEIS በDEIS ውስጥ ያልተባራ ወይም ያልተስተካከለ ተጨማሪ እና የዘመኑ መረጃዎችን፣ የተመረጠውን አማራጭ እና ምርጫውን የሚደግፉ ምክንያቶች መለየት፣ በመጨረሻው ዲዛይንና ግንባታ ወቅት የሚከናወኑ ግዴታዎች እና ቅነሳ እርምጃዎች ጠቅለል አድርጎ ያቀርባል።

የሕዝብ-የግል ሽርክና (P3) መርሀግብር

P3 ምንድን ነው?

የሕዝብ-የግል ሽርክና (P3) ለካፒታል ፕሮጀክት ለማቅረብ አማራጭ ሞዴል ነው። P3 የሕዝብ ወይም በመንግስት ዘርፍ ከግል አካላት ጋር ሽርክና ነው። ለሕዝብ ባለቤት እና ለመሠረተ ልማት ተጠቃሚዎች ጥቅም መሠረተ ልማት ለማቅረብ፣ P3 የግሉ ሴክተር ዕውቀትን፣ ፈጠራን እና የገንዘብ ድጋፎችን ለመጠቀም ይፈልጋል። P3s የህዝብ እና የግል ዘርፎችን አቅም ውጤታማ እና ወቅታዊ በሆነ መንገድ ለማቅረብ ትላልቅ እና ውስብስብ የመሠረተ ልማት

[12] አስፈፃሚ. ትዕዛዝ ቁጥር 13807, 82 Fed. ምዝገባ 40463 (ነሐሴ 15 ቀን፣ 2017)፣ https://www.whitehouse.gov/presidential-actions/presidential-executive-order-establishing-discipline-accountability-environmental-review-permitting-process-infrastructure/

[13] "የፕሮጀክቱ ስፖንሰር ሰጪዎች ኤጀንሲው የተለየ የ NEPA ሰነዶችን እንዲያወጡ ካልጠየቀ በስተቀር፣ የትብብር ወይም ተሳታፊ ኤጀንሲ የ NEPA ግዴታዎች ቀድሞውኑ ተሟልተዋል፣ ወይም መሪው የፌዴራል ኤጀንሲ አንድ ROD የፕሮጀክቱን የአካባቢ ግምገማ እና ፈቀዳ ሂደት አጠናቆ በተሻለ ሁኔታ እንደማያሻሽል ይወስናል። " በስተቀር EO አንድ ነጠላ ROD ይሰጣል።

[14] የፌዴራል ሕግ ኤጀንሲው በ 90 ቀናት ውስጥ ፈቃዱን እንዳያወጣ ከከለከለ ወይም ማራዘሙ የፕሮጀክቱን የአካባቢ ግምገማ እና ፈቃድ መስጫ ሂደት ማጠናቀቅን በተሻለ የሚያስተዋውቅ ከሆነ ወይም የፕሮጀክቱ ስፖንሰር የተለየ የጊዜ መስመር የሚጠይቅ ከሆነ መሪው የፌዴራል ኤጀንሲ የ 90 ቀናት የጊዜ ቀነ ገደብ ሊራዘም ይችላል። አስፈፃሚ ትዕዛዝ ቁጥር 13807, 82 Fed. ምዝገባ 40463 (ነሐሴ 15 ቀን፣ 2017)። https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

ፕሮጀክቶችን በገንዘብ ውጤታማ እና ወቅታዊ በሆነ መንገድ ለማቅረብ ይፈልጋሉ። በ P3 ስምምነት ስር ያሉ ተግባራት ዲዛይን፣ ግንባታ፣ ፋይናንስ፣ አሠራር እና የትራንስፖርት መገልገያ ቦታን መያዝን ሊያካትቱ ይችላሉ።

ለዚህ ጥናት አንድ P3 ለምን ይታሰባል?

P3 ን ለመጠቀም በርካታ ምክንያቶች አሉ፥

- በፈጣን ግንባታ ውስጥ የግል የገንዘብ ድጋፍ ውጤቶች የግሉ ሴክተር ለወደፊቱ በሚሰጡት ፈንድ ወይም በገቢ ላይ በመመርኮዝ ማሻሻያዎችን በገንዘብ ስለሚረዳ P3 ፕሮጀክቶች ወደፊት ሊራመዱ ይችላሉ። በስቴቱ ገንዘብ ላይ በመመስረት I-495 & I-270 P3 የፕሮግራም መጨናነቅ እፎይታን ለማሻሻል ከ 25 ዓመታት በላይ ይወስዳል እና ለዚህ አንድ ፕሮጀክት ሁሉንም የ MDOT የካፒታል ማስፋፊያ በጀት ይጠቀማል።

- የአደገኛ ሁኔታዎችን ማስተላለፍ፥ ለከፍለ-ግዛቱ የተሻለውን እሴት ለማቅረብ መንግስት እና የግሉ ዘርፍ እያንዳንዱን አደጋ በተሻለ ሁኔታ ማን ማስተዳደር ይችላል በሚለው ላይ በመመርኮዝ ተጋላጭነታቸውን ይጋራሉ።

- ክዋኔዎች እና ጥገናዎች፥ ግዛቱ የግሉ ዘርፍ በአውራ-ጎዳና እንዲሠራ በማድረግ (ለምሳሌ፣ የመንገድ ላይ ጥገና፣ የሣር ማጨሻ) በበለጠ ኢኮኖሚያዊ ወጪ ሊያገኝ ይችላል። ከ P3 መርሃግብር ውጭ፣ MDOT በ Montgomery እና የ Prince George ካውንቲዎች ውስጥ ያሉትን I-495 እና I-270 ነባር መንገዶች በጥሩ የጥገና ሁኔታ ለማቆየት በቀጣዮቹ አስርተ ዓመታት $1.7 ቢሊዮን ዶላር በድልድይ መተካት/ጥገና እና የጥርግያ ጥገና ላይ መዋዕለ ንዋይ ማፍሰስ እንደሚያስፈልገው ይገመታል ፡፡ መጨናነቅ እፎይታ ሳይኖርበት ጥሩ ጥገና ያለው ሁኔታ።

- ውስን የመንግስት ገንዘብ ድጋፍ፥ የወደፊቱን የገቢ ምንጭ የሚያካትቱ ፕሮጀክቶች ግንባታው ውስን በሆነ ወይም በመንግስት ገንዘብ ባልተደገፈ መገንባት ይቻላል። በእርግጥ፣ የ I-495 እና I-270 P3 መርሃግብሩ ፕሮግራሙን ያለምንም ወጪ ለጋዛቱ ተግባራዊ ለማድረግ ግብ አለው።

ፕሮጀክቱ እንዴት ይገነባል?

የዚህ የ DEIS ትኩረት በ 48 ማይል ጥናት ገደቦች ውስጥ የመጓጓዣ ፍላጎቶችን በማቃለል ላይ ነው፥ I-495 ከደቡብ የGeorge Washington የመታሰቢያ ፓርክዌይ በ Fairfax County ውስጥ፣ Virginia፣ የ American Legion Bridge በ Potomac ወንዝ ያለውን መሻሻል ጨምሮ፣ እስከ የ MD 5 ምዕራብ ድረስ፣ እና በ I-270 ከ I-495 ወደ ሰሜን የ I-370፣ ምስራቅ እና ምዕራብ የ I-270 ጋዳ መሬቶች ያካትታል።

በጥናቱ ግዙፍነት ምክንያት MDOT SHA ማንኛውንም የግንባታ አማራጭ በየደረጃው መገንባት ያስፈልገው ነበር። ምዕራፍ 1 የ P3 መርሀግብር የ MLS ክፋል ከ I-495 አቅራቢያ የ George Washington የመታሰቢያ ፓርክዌይ በ Virginia፣ ALB ን ጨምሮ እና፣ ከ ምዕራብ የ I-270 ጋዳ መሬቶች ባለው ልውውጥ፣ እና I-270 ከ I-495 ልውውጡ ጋር ከ I-370 ጋር ካለው ልውውጥ፣ ያጠቃልላል ። በተለየ፣ ገለልተኛ የ NEPA ጥናት አማካይነት የሚሻሻለው የ P3 ምዕራፍ1 ስምምነት I-270 እስከ I-70 ን ያካትታል።

በፌደራል ሕጎች መሠረት የ MDOT SHA ን በቅድመ ልማት እና ዲዛይን ስራዎች ለማገዝ የ Phase ገንቢ ምርጫን ወደፊት ለማራመድ የMaryland (ሜዲላንድ) የህዝብ ስራዎች ቦርድ በደረጃ 1 ተወዳዳሪ የማድረግ ሂደት ፈቅዷል። በ NEPA ሂደት በኩል እየተካሄደ ላለው ማንኛውም አማራጭ በ MDOT SHA ምንም ዓይነት ቃል አይገባም።

በደረጃ 1 P3 ስምምነት መሠረት ደረጃ 1 በደረጃ 1 ገንቢ ተዘጋጅቶ እንደሚቀርብ ይጠበቃል። ከ George Washington የመታሰቢያ ፓርክዌይ አቅራቢያ የደረጃ 1 ደቡባዊ ክፍል ከ I-495 እስከ I-270 እና I-270 ከ I-495 እስከ I-370 ያድጋል፣ ይገነባል እና መጀመሪያ ይሰጣል። በተጨማሪም፣ የተደረጉት ማሻሻያዎች ታላቅነት፣ የደረጃ ገንቢ ከ MDOT ጋር ለመስማማት የደረጃ 1 ደቡቡን ክፍል በሁለት እና ከዚያ በላይ በማደግ እና በማድረስ ይጠበቃል ተብሎ ይጠበቃል።

SOMMAIRE EXÉCUTIF

Aperçu de l'étude

Qu'est-ce que l'étude sur les voies gérées I-495 et I-270 ?

L'étude sur les voies gérées I-495 et I-270 (étude) est le premier élément du programme plus large de partenariat public-privé (P3) I-495 et I-270. Cette étude envisage des solutions de rechange pour remédier à l'encombrement des routes dans le cadre de l'étude spécifique de 48 miles de la I-495 à partir du sud du George Washington Memorial Parkway dans le comté de Fairfax, en Virginie, y compris l'amélioration du pont de la Légion américaine sur le fleuve Potomac, à l'ouest du MD 5, et le long de la I-270 de la I-495 au nord de la I-370, y compris les embranchements est et ouest de la I-270. La I-495 et la I-270 dans le Maryland sont les deux autoroutes les plus fréquentées du Maryland, chacune avec un volume de trafic journalier moyen annuel (AADT) pouvant atteindre 260 000 véhicules par jour en 2018 (MDOT SHA, 2019) (**voir figure ES- 1).**

L'étude a évalué les points terminaux rationnels, connus sous le nom de terminus logiques. L'étude s'étend au-delà des terminus logiques pour inclure la zone d'influence des analyses de trafic et d'environnement. Il y a trois terminus logiques pour le MLS, comme suit :

- **Terminus ouest** : sur la I-495, à 0,4 miles au sud de l'échangeur de la George Washington Memorial Parkway ; permet de fusionner les améliorations de la ligne principale de la boucle extérieure qui sont transportées vers la George Washington Memorial Parkway et de les faire passer dans les voies de la ligne principale existante sans provoquer de congestion due à des baisses et des fusions de voies. Les voies gérées se connecteraient directement à l'extension proposée des Virginia Express Lanes.
- **Terminus sud** : sur la I-495, à 1,3 miles à l'ouest du MD 5 ; permet aux améliorations de la boucle intérieure de la ligne principale qui sont apportées au MD 5, une autoroute régionale nord-sud à accès contrôlé, d'être fusionnées dans les voies existantes de la ligne principale avant le système express local sans causer de congestion due à la baisse des voies, au tissage et à la fusion.

Figure ES- 1: Corridors d'étude des voies gérées I-495 et I-270



- **Terminus nord** : sur la I-270, à 0,6 miles au nord de la I-370 ; permet de fusionner les améliorations de la ligne principale en direction du nord qui sont apportées à la I-370 et de les faire passer dans les voies à usage général existantes et dans la voie réservée aux véhicules à occupation multiple (HOV) en toute sécurité, en réduisant au minimum les encombrements dus aux baisses et aux fusions de voies. La I-370 est reliée à la MD 200, une grande autoroute à péage est-ouest. La voie réservée aux véhicules à fort taux d'occupation de 0,6 miles au nord de la I-370 continuera jusqu'à son terminus actuel à MD 121 (Clarksburg Road), 8 miles au nord de la I-370

La modélisation et l'analyse du trafic ont englobé le prochain échangeur au-delà de ces trois limites en tant que zone d'influence du trafic. En outre, les limites logiques de la zone d'examen et d'analyse environnementaux ont été étendues au-delà de ces routes d'intersection afin de tenir compte de la distance nécessaire pour que les améliorations de la ligne principale puissent se rattacher aux opérations routières existantes.

Qui dirige l'étude ?

La modélisation et l'analyse du trafic ont englobé le prochain échangeur au-delà de ces trois limites en tant que zone d'influence du trafic. En outre, les limites logiques de la zone d'examen et d'analyse environnementaux ont été étendues au-delà de ces routes d'intersection afin de tenir compte de la distance nécessaire pour que les améliorations de la ligne principale puissent se rattacher aux opérations routières existantes

U.S. Department of Transportation
Federal Highway Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Quelles sont les autres agences impliquées dans l'étude ?

La FHWA et le MDOT SHA ont mené une vaste campagne de sensibilisation auprès des agences fédérales, étatiques, régionales et locales, en plus des parties prenantes intéressées et du grand public, pendant toute la durée de l'étude. Au début de l'étude, un plan de coordination des agences a été élaboré. L'objectif de ce plan était d'établir la structure et le calendrier de la coordination avec les agences concernées pendant l'étude (voir le **chapitre 7** et **l'annexe P** de la DEIS pour plus de détails).

Les agences activement impliquées dans l'étude comprennent les agences coopérantes et participantes. Les agences coopérantes sont des agences fédérales autres qu'une agence principale, qui sont compétentes en vertu de la loi ou qui possèdent une expertise particulière en ce qui concerne les ressources environnementales susceptibles d'être touchées[1]. Les agences participantes sont les agences fédérales, étatiques, tribales, régionales et locales qui peuvent avoir un intérêt dans l'étude et le processus d'examen environnemental[2]. Au début de l'étude, les agences ont été invitées à être des agences coopérantes, participantes et notifiées[3] . Il y a huit agences coopérantes, 18 agences participantes et sept agences notifiées pour l'étude. Voir le **tableau 7-1** du **chapitre 7** pour une liste complète de ces agences et de leurs rôles.

[1] Agence coopérante telle que définie dans le 40 CFR 1508.5. Un État ou une agence locale de qualifications similaires ou, lorsque les effets se font sentir sur des terres d'intérêt tribal, une tribu amérindienne peut, en accord avec les agences chefs de file, devenir également une Agence coopérante.
[2] Agence participante telle que définie dans 23 USC 139(d)
[3] Les agences notifiées ont été définies pour cette étude afin d'inclure toutes les autres agences qui pourraient avoir un intérêt dans l'étude, ou qui ont un rôle qui reste à déterminer. Ces agences seront notifiées des étapes de l'étude en même temps que le public et ces points de notification des étapes font partie du plan de participation du public.

Les agences coopérantes pour l'étude sont les suivantes :

- US Army Corps of Engineers (USACE) Baltimore District
- US Environmental Protection Agency (EPA)
- National Park Service (NPS)
- National Capital Planning Commission (NCPC)
- MD Department of Environment (MDE)
- Maryland Department of Natural Resources (MDNR)
- Virginia DOT (VDOT)
- Maryland-National Capital Park and Planning Commission (M-NCPPC)

La FHWA et le MDOT SHA ont organisé des réunions du groupe de travail inter-agences, ainsi que des réunions spécifiques aux ressources avec les agences, et continueront à tenir des réunions avec les agences coopérantes, participantes et autres intéressées afin de les tenir informées et engagées dans le processus d'examen environnemental.

Comment le public a-t-il été impliqué dans l'étude ?

Le public a été impliqué à chaque étape du processus et constitue un élément clé du processus de la NEPA, y compris la révision de cette DEIS. À ce jour, le MDOT SHA a largement fait participer le public, notamment par les moyens suivants :

- Grands ateliers publics
  - o Quatre (4) ateliers publics de cadrage
  - o Quatre (4) ateliers publics alternatifs
  - o Huit (8) alternatives retenues pour les ateliers publics de l'étude détaillée
- Réunions des associations communautaires (21)
- Réunions des parties prenantes/grands propriétaires fonciers (85)
- Présentations aux élus régionaux, nationaux et locaux
- Tenir activement à jour les listes de diffusion des fonctionnaires et des élus
- Bulletins d'information sur les programmes et les études (3)
- Explosions de courriers électroniques publics et élus
- Sensibilisation ciblée aux communautés mal desservies
- Médias sociaux
- Radio
- Journaux régionaux et locaux
- Page web du programme P3 (495-270-p3.com/)

Quel a été l'impact de la pandémie de Covid-19 sur l'étude ?

Le MDOT SHA reconnaît l'impact substantiel de l'ordonnance COVID-19 sur les modes de transport actuels dans toute la région. Nous comprenons que la COVID-19 a un impact sur tous les habitants du Maryland aujourd'hui - dans notre façon de travailler, de passer notre temps libre et de voyager. Bien que la priorité numéro un du MDOT soit la santé et la sécurité des Marylanders, nous poursuivons nos efforts pour assurer que les améliorations des transports soient développées pour répondre aux besoins de notre État non seulement aujourd'hui mais aussi pour les 20 prochaines années et plus. Nous sommes conscients de la réduction du trafic sur les autoroutes interétatiques telles que la I-495 et la I-270 en raison de l'ordonnance COVID-19 sur les séjours à domicile. Le MDOT SHA reconnaît également l'incertitude qui entoure les niveaux de trafic après l'arrêt de l'exploitation et l'utilisation du transit. Il n'existe pas de modèle de trafic définitif permettant de prédire comment cette pandémie mondiale sans précédent affectera les projections de trafic et l'utilisation des transports en commun à long terme. Le MDOT SHA s'engage à suivre les tendances du comportement des voyageurs et à surveiller les volumes de trafic au fil du temps, alors que les entreprises et les écoles commencent lentement à rouvrir. Nous évaluerons et prendrons en compte toutes les nouvelles informations disponibles afin de nous assurer que les solutions apportées répondront aux besoins des habitants du Maryland, aujourd'hui et à l'avenir.

Projet de déclaration d'impact environnemental

Qu'est-ce que le projet de déclaration d'impact environnemental ?

Le projet de déclaration d'impact environnemental (DEIS) fournit une description détaillée de l'objectif et de la nécessité de l'étude, des alternatives raisonnables, des conditions environnementales existantes et de l'analyse des effets environnementaux bénéfiques et négatifs prévus et des conséquences des alternatives, ainsi que des mesures d'atténuation potentielles. La DEIS fournit une analyse comparative entre l'option « pas de construction » et les options « construction » afin que les citoyens intéressés, les élus, les agences gouvernementales, les entreprises et les autres parties prenantes puissent évaluer les effets sociaux, culturels et naturels potentiels de l'étude sur l'environnement. L'étude d'impact environnemental est étayée par 19 rapports techniques, qui sont énumérés dans l'encadré ci-contre et annexés au document.

Après la diffusion de l'étude d'impact environnemental, une étude d'impact environnemental finale sera élaborée. Le FEIS identifiera l'alternative privilégiée et se concentrera sur toute analyse supplémentaire et tout affinement des données, ainsi que sur les réponses aux commentaires de fond reçus sur le projet d'EIE. A l'issue du processus d'EIE, l'Agence fédérale principale publie un Rapport de décision (ROD) qui identifie l'action choisie à la suite de l'étude, après avoir considéré une gamme raisonnable d'alternatives et tous les moyens possibles pour éviter, minimiser ou atténuer les dommages environnementaux.

Quels sont les rapports techniques d'appui à la DEIS ?

A. Déclaration d'objectif et de besoin
B. Rapport technique sur les alternatives
C. Rapport technique sur le trafic
D. Cartographie des ressources environnementales
E. Rapport technique sur l'évaluation des effets sur la communauté et la justice environnementale
F. Projet de section 4(f) Évaluation
G. Rapport technique sur les ressources culturelles
H. Projet d'accord programmatique au titre de l'article 106
I. Rapport technique sur la qualité de l'air
J. Rapport technique sur l'analyse du bruit
K. Rapport technique sur les matières dangereuses
L. Rapport technique sur les ressources naturelles
M. Rapport sur les mesures de prévention, de réduction et d'atténuation des impacts (AMR)
N. Projet de plan d'atténuation compensatoire
O. Rapport technique sur les effets indirects et cumulatifs
P. Rapport technique sur la participation du public et la coordination des agences
Q. Plan conceptuel d'atténuation
R. Demande de permis conjointe
S. Formulaire d'évaluation environnementale

Quel est le format de la DEIS ?

Le DEIS fournit un résumé des 19 rapports techniques et contient dix chapitres. Une documentation détaillée des conditions existantes, des méthodologies, des évaluations des effets et des mesures d'atténuation conceptuelles, le cas échéant, est incluse dans les rapports techniques de l'étude annexés à cette DEIS (**annexes A à S**)

- Le **chapitre 1** présente le but et la nécessité de l'étude. Ce chapitre est étayé par l'énoncé de l'objet et du besoin (**annexe A**).

Le **chapitre 2** présente la chronologie du développement et de l'analyse des alternatives pour l'étude. Il comprend une description des alternatives envisagées et une analyse de sélection, y compris l'alternative « Pas de construction ». Il décrit également d'autres éléments communs aux alternatives de construction, tels que les limites de perturbation (LOD)4, l'accès aux voies gérées, la gestion des eaux pluviales, la construction et les effets à court terme, les éléments de transport en commun, les considérations relatives aux piétons et aux cyclistes, le péage, la viabilité financière et les avantages des voies gérées. Ce chapitre est étayé par le rapport technique sur les alternatives (**annexe B**).

[4] Les limites de perturbation sont les limites proposées à l'intérieur desquelles se dérouleraient toutes les activités de construction, d'étagement, de stockage de matériaux, de nivellement, de défrichement, de contrôle de l'érosion et des sédiments, d'aménagement paysager, de drainage, de gestion des eaux pluviales, de remplacement ou de construction de murs antibruit et autres activités connexes.

- Le **chapitre 3** présente les conditions de circulation actuelles et futures et les résultats des analyses opérationnelles de la circulation effectuées pour chacune des alternatives de construction. Ce chapitre est étayé par le rapport technique sur la circulation (**annexe C**)
- Le **chapitre 4** présente les conditions environnementales existantes (environnement affecté) identifiées le long des corridors d'étude, les effets prévus sur les ressources (conséquences environnementales), et les mesures pour éviter, minimiser et atténuer les effets environnementaux potentiels, le cas échéant. Ce chapitre est étayé par les **annexes D à R.**
- Le **chapitre 5** présente un résumé du projet d'évaluation de la section 4(f), qui traite des effets potentiels sur les parcs publics, les zones de loisirs et les propriétés historiques importantes, conformément à la section 4(f) de la loi de 1966 du ministère américain des transports (USDOT). Ce chapitre s'appuie sur le projet d'évaluation de la section 4(f) (**annexe F**).
- Le **chapitre 6** présente le décret 13807 : *Établissement de la discipline et de la responsabilité dans le processus d'examen environnemental et d'autorisation des projets d'infrastructure* [5] qui exige des agences fédérales de traiter les examens environnementaux et les décisions d'autorisation pour les grands projets d'infrastructure comme « une décision fédérale unique ».
- Le **chapitre 7** présente un résumé de la sensibilisation du public et de la coordination des agences pour l'étude qui a eu lieu, à ce jour. Ce chapitre est étayé par le Rapport technique sur la participation du public et la coordination des agences (**Annexe P**) et d'autres annexes spécifiques aux ressources.
- Les **chapitres 8 et 9** présentent la liste des préparateurs de l'étude et la liste de distribution des agences, organisations et personnes à qui l'étude a été mise à disposition pour examen et commentaires.
- Le **chapitre 10** présente les références de l'étude d'impact.

Quels sont les termes courants utilisés dans le DEIS ?

- Les ***corridors de l'étude***, tels que définis dans le champ d'application de l'étude, comprennent la I-495 du sud du George Washington Memorial Parkway dans le comté de Fairfax, en Virginie, y compris le pont de la Légion américaine qui traverse le fleuve Potomac, jusqu'à l'ouest du MD 5 dans le comté de Prince George, dans le Maryland, et la I-270 de la I-495 à la I-370 dans le comté de Montgomery, y compris les embranchements est et ouest de la I-270 au nord de la I-495. (Voir le **chapitre 1** pour plus de détails).

- La ***limite de l'étude du corridor*** a été définie comme étant de 48 miles de long et d'environ 300 pieds de chaque côté de la ligne centrale de la I-495 et de la I-270. Elle a été utilisée pour définir la zone de collecte de données pour recueillir des informations sur les conditions environnementales existantes. La limite de l'étude du corridor a été utilisée dans les enquêtes sur les ressources environnementales pour les ressources naturelles, résumées dans les **sections 4.11 à 4.20 du chapitre 4**, et les parcs et la section 4(f) Ressources résumées dans la **section 4.4 et le chapitre 5**.

- Les **limites de perturbation (LOD)** ont été définies pour chaque alternative de construction comme la limite proposée à l'intérieur de laquelle toutes les activités de construction, d'étagement, de stockage de matériaux, de nivellement, de défrichement, de contrôle de l'érosion et des sédiments, d'aménagement paysager, de drainage, de gestion des eaux pluviales (SWM), de remplacement/construction de murs antibruit et d'autres activités de construction connexes auraient lieu (**voir chapitre 2, section 2.7.4**).

[5] https://www.whitehouse.gov/presidential-actions/presidential-executive-order-establishing-discipline-accountability-environmental-review-permitting-process-infrastructure/

Quelles sont les façons de commenter l'EDIC et le projet de document de la section 4(f) ?

La FHWA et le MDOT SHA invitent les élus intéressés, les gouvernements des États et des collectivités locales, les autres agences fédérales, les gouvernements tribaux amérindiens, les organisations et les membres du public à faire part de leurs commentaires sur l'évaluation de l'étude d'impact environnemental et du projet de section 4(f). La DEIS de l'étude et les rapports techniques peuvent être consultés et téléchargés sur le site web du projet à l'adresse suivante : https://495-270-p3.com/DEIS/

La période de consultation publique débute le 10 juillet 2020 et se poursuivra jusqu'au 8 octobre 2020. *Les commentaires écrits et oraux seront pris en compte de manière égale*, et la FHWA examinera tous les commentaires, et prendra en compte et répondra à tous les commentaires de fond reçus ou postés avant cette date dans la préparation du FEIS. Les commentaires reçus ou postés après cette date seront examinés et pris en compte dans la mesure du possible. Une série d'auditions publiques virtuelles et en personne auront lieu au moins 30 jours après l'avis de disponibilité. Consultez le site https://495-270-p3.com/DEIS/ pour obtenir les dernières informations sur les dates et lieux des audiences publiques.

Les commentaires sur l'EDIC peuvent être faits par :

- Témoignage oral lors d'une des audiences publiques dans la salle d'audience principale
- Témoignage oral à un sténographe judiciaire lors d'une audience publique en privé dans une salle séparée
- Formulaire de commentaires DEIS à l'adresse https://495-270-p3.com/DEIS/
- Courriel : MLS-NEPA-P3@mdot.maryland.gov
- Commentaires écrits sur un formulaire de commentaires lors d'une audition publique
- Lettres à Lisa B. Choplin, DBIA, I-495 & I-270 P3 Directeur du programme, I-495 & I-270 P3 Bureau, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202

Quels sont les objectifs et les besoins de l'étude?

L'objectif et la nécessité de l'étude ont été définis dans le cadre d'un processus complet qui comprenait l'examen d'études antérieures, une révision des plans régionaux existants et une analyse des conditions environnementales et socio-économiques de la région. La déclaration d'objectif et de besoin complète qui a été approuvée par les agences coopérantes en novembre 2018 est incluse dans l'**annexe A**.

L'objectif de l'étude est de mettre au point une ou plusieurs alternatives de gestion de la demande de transport qui permettent de remédier à la congestion, d'améliorer la fiabilité des trajets sur l'I-495 et l'I-270 dans les limites de l'étude, et de renforcer la mobilité et la connectivité multimodales existantes et prévues.

Les besoins de l'étude sont les suivants :

- Adapter le trafic existant et la croissance du trafic à long terme
- Améliorer la fiabilité des voyages
- Offrir des choix supplémentaires en matière de transport routier
- Accueillir la sécurité intérieure
- Améliorer la circulation des biens et des services

Outre les besoins, deux objectifs ont été définis pour l'étude : (1) l'utilisation d'autres méthodes de financement pour assurer la viabilité financière et (2) la responsabilité environnementale. Voir le **chapitre 1** et **l'annexe A** pour plus d'informations sur l'objectif et la nécessité de l'étude.

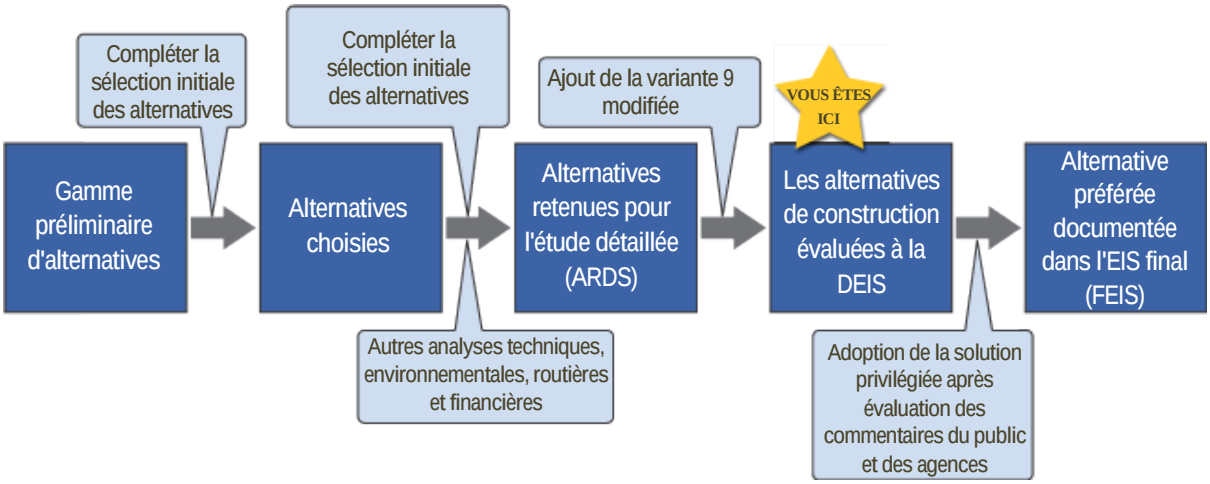
[6] Le NCPC est d'accord sur l'objectif et le besoin seulement ; le M-NCPPC n'est pas d'accord sur l'objectif et le besoin.

Alternatives envisagées

Quel est le processus d'examen des alternatives envisagées?

Le développement et la sélection des alternatives peuvent être décrits par un processus en cinq étapes qui réduit l'éventail préliminaire des alternatives à l'étude à l'alternative préférée (voir **figure ES-2**). Les quatre premières étapes sont présentées dans cette DEIS et la dernière étape sera documentée dans le FEIS. Ce processus a été mené en collaboration avec les agences partenaires et a fait l'objet d'un examen public. Grâce à une série d'étapes analytiques, ainsi qu'à l'examen des agences et du public, ces alternatives préliminaires ont été réduites aux alternatives présélectionnées, puis aux alternatives retenues pour l'étude détaillée (ARDS) (voir **chapitre 2**). En général, dans la NEPA, le terme ARDS ne désigne que les alternatives retenues pour une étude détaillée ; cependant, dans cette DEIS, des alternatives supplémentaires ont été étudiées en détail et les données substantielles analysées sont présentées. Les solutions de rechange étudiées en détail qui répondaient à l'objectif et au besoin et ayant été jugées raisonnables sont désignées par le terme « Bâtir des alternatives ». Au fur et à mesure que le niveau de détail de la conception et de l'analyse augmentait, le nombre d'alternatives envisagées diminuait.

Figure ES- 2: Processus d'examen des alternatives



Quelle a été la gamme préliminaire des alternatives envisagées?

Une série de 15 alternatives préliminaires a été identifiée sur la base d'études et de documents de planification antérieurs et pertinents, ainsi que sur la base des contributions du public et des organismes de réglementation fédéraux, étatiques et locaux reçus au cours du processus de délimitation du champ d'application de la NEPA. L'éventail des alternatives préliminaires comprenait :

- Alternative 1 : Pas de construction
- Alternative 2 : Gestion des systèmes de transport / Gestion de la demande de transport (TSM/TDM)
- Alternative 3 : Ajouter une voie d'accès à usage général (GP)
- Alternative 4 : ajouter une voie réservée aux véhicules à fort taux d'occupation dans chaque sens sur la I-495 et conserver la voie réservée existante dans chaque sens sur la I-270
- Alternative 5 : ajouter un réseau de voies payantes[7] gérées dans chaque sens sur la I-495 et convertir une voie réservée aux véhicules à fort taux d'occupation dans chaque sens en une voie payante gérée sur la I-270
- Alternative 6 : Ajouter deux voies GP dans chaque direction sur la I-495 et la I-270

- Alternative 7 : ajouter deux voies réservées aux véhicules à fort taux d'occupation dans chaque sens sur la I-495 et conserver une voie existante et ajouter une voie réservée aux véhicules à fort taux d'occupation dans chaque sens sur la I-270
- Alternative 8 : ajouter deux voies payantes gérées dans chaque sens sur la I-495 et ajouter une voie payante gérée dans chaque sens et conserver une voie réservée aux véhicules à fort taux d'occupation dans chaque sens sur la I-270
- Alternative 9 : ajouter deux voies payantes gérées dans chaque sens sur la I-495 et convertir une voie réservée aux véhicules à fort taux d'occupation en une voie payante gérée et ajouter une voie payante gérée dans chaque sens sur la I-270
- Alternative 10 : ajouter deux voies payantes gérées dans chaque sens sur la I-495 et la I-270 et conserver une voie réservée aux véhicules à fort taux d'occupation dans chaque sens sur la I-270 uniquement
- Alternative 11 : séparer physiquement le trafic en utilisant les voies C-D, en ajoutant deux voies GP dans chaque sens sur la I-495
- Alternative 12A : Convertir la voie de circulation existante sur la I-495 en voie à contre-courant pendant les périodes de pointe
- Alternative 12B : Convertir la voie réservée aux véhicules à fort taux d'occupation sur l'I-270 en voie à contre-courant pendant les périodes de pointe
- Alternative 13A : Ajouter deux voies réversibles gérées par les prix sur la I-495
- Alternative 13B : convertir les voies réservées aux véhicules à fort taux d'occupation en deux voies réversibles gérées par les prix sur l'I-270
- Alternative 13C : Ajouter deux voies réversibles à gestion tarifaire et conserver une voie réservée aux véhicules à fort taux d'occupation dans chaque sens sur la I-270
- Alternative 14A : transit par le train lourd[8]
- Alternative 14B : Transport en commun par train léger[9]
- Alternative 14C : Ligne de guidage fixe Bus Rapid Transit (BRT)[10] hors alignement de la chaussée existante
- Alternative 15 : ajouter une voie réservée aux bus sur la I-495 et la I-270

L'analyse de l'éventail préliminaire des alternatives a été complétée par l'application de critères de sélection à chaque alternative liée à l'objectif et au besoin de l'étude, voir le **chapitre 2**, **section 2.5**. Une évaluation qualitative de ces critères a été effectuée en utilisant des informations facilement disponibles (données disponibles à partir de sources existantes).

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[7] Sur la base des informations fournies par le public et les agences, le MDOT SHA a défini les voies gérées en fonction des prix comme des voies à péage pour les véhicules à forte occupation (HOT) ou des voies à péage pour les véhicules rapides (ETL) et les descriptions des alternatives ont été modifiées en conséquence.

[8] Le train lourd est un mode de transport en commun (également appelé métro, métro, transport en commun rapide ou train rapide) fonctionnant sur une voie ferrée électrique ayant la capacité d'accueillir un volume de trafic important. Il se caractérise par des voitures de passagers à grande vitesse et à accélération rapide qui circulent seules ou en trains de plusieurs voitures sur des rails fixes.

[9] Le train léger est un mode de transport en commun (également appelé tramway, tramway ou trolley) qui utilise des voitures de passagers sur rail seules (ou en trains courts) sur des rails fixes. Les véhicules légers sur rail sont généralement entraînés électriquement, l'énergie étant tirée d'une ligne électrique aérienne via un chariot ou un pantographe et conduite par un opérateur à bord du véhicule.

[10] Le transport en commun rapide par autobus est un système de transport en commun de haute qualité qui offre un service rapide et efficace pouvant inclure des voies réservées, des voies réservées aux autobus, la priorité aux feux de circulation, la perception de tarifs hors-bord, des quais surélevés et des stations améliorées.

Une alternative n'a été écartée de l'examen à ce stade du processus que si les informations disponibles démontraient clairement qu'elle ne répondait pas à l'objectif et au besoin de l'étude. Les solutions de rechange examinées ont été identifiées comme étant celles qui répondaient aux critères de sélection ou qui nécessitaient une analyse supplémentaire pour déterminer leur capacité à répondre à l'objectif et au besoin. La sélection initiale des alternatives a été documentée dans le *rapport technique sur les alternatives* (**Annexe B**). Voir le **chapitre 2, section 2.4**, pour plus de détails sur les solutions de remplacement préliminaires.

Quelles ont été les alternatives examinées ?

Les Alternatives projetées ont été présentées au public sur le site web du programme par le biais d'une documentation écrite et d'une vidéo en février 2019 et incluses :

- Alternative 1 : Pas de construction - Bien que cette alternative ne réponde pas à l'objectif et à la nécessité de l'étude, conformément aux exigences de la NEPA, elle a été reportée pour une évaluation plus approfondie afin de servir de cas de base pour comparer les autres alternatives
- Alternative 5 : un réseau de voies gérées par HOT
- Alternative 8 : Deux réseaux de voies gérées par l'ETL sur la I-495 et un réseau de voies ETL et un réseau de voies réservées aux véhicules à fort taux d'occupation sur la I-270
- Alternative 9 : Réseau de deux voies gérées par HOT
- Alternative 10 : Deux réseaux de voies gérées par l'ETL sur les routes I-495 et I-270 et conserver

une seule voie réservée aux véhicules à fort taux d'occupation sur la I-270

- Alternative 13B : deux réseaux de voies gérées à chaud sur la I-495 et deux réseaux de voies réversibles gérées à chaud sur la I-270
- Alternative 13C : Deux réseaux de voies gérées par l'ETL sur la I-495 et deux réseaux de voies réversibles gérées par l'ETL sur la I-270, et conserver une seule voie réservée aux véhicules à fort taux d'occupation sur la I-270

D'autres analyses techniques, financières, environnementales et de trafic ont été réalisées et utilisées pour déterminer le caractère raisonnable des solutions de rechange retenues pour le SDRA. Les alternatives recommandées retenues pour l'étude détaillée (ARDS) comprenaient toutes les alternatives présélectionnées et elles ont été présentées lors des ateliers publics du printemps 2019. À la suite de ces ateliers, les SDRA recommandées ont été analysées plus en détail et l'alternative 5 a été abandonnée.

Pourquoi l'alternative 5 a-t-elle été abandonnée ?

L'alternative 5 a été identifiée comme une solution de rechange présélectionnée et a été envisagée pour ajouter une voie à péage réglementée dans chaque direction sur la I-495 et pour convertir une voie à péage existante dans chaque direction en une voie à péage réglementée sur la I-270. En réponse aux commentaires des agences et à l'avis du public, le MDOT SHA et la FHWA ont poursuivi l'analyse détaillée de l'alternative 5 et ont constaté qu'elle serait la moins performante des alternatives retenues pour la plupart des paramètres utilisés pour évaluer le trafic existant, la croissance du trafic à long terme et la fiabilité des déplacements, et qu'elle serait la moins performante des solutions retenues en ce qui concerne les retards à l'échelle du système, la durée de déplacement dans les corridors, la densité/le niveau de service[11] et la durée de déplacement (voies à usage général). En outre, l'alternative 5 n'a pas atteint l'objectif de viabilité financière, car elle nécessiterait une importante subvention publique pour être mise en œuvre. Sur la base des résultats de l'analyse financière et des lacunes dans le traitement du trafic existant, de la croissance du trafic à long terme et de la fiabilité des déplacements, la FHWA et le MDOT SHA ont déterminé que l'option 5 n'était pas une alternative raisonnable car elle ne répondait pas à l'objectif et au besoin de l'étude, et elle n'a pas été retenue comme SDRA pour l'étude.

[11] Le niveau de service (LOS) est une note attribuée à une section de route qui mesure la qualité du flux de trafic, allant de LOS A à LOS F.

Cependant, pour faciliter les décisions des agences coopérantes concernant leurs actions et pour être transparent, l'Alternative **5** est incluse dans la comparaison des impacts dans les **chapitres 3** et **4** de cette DEIS. Les résultats de l'examen des alternatives et la justification de l'identification du SDRA sont résumés dans le **chapitre 2**, **sections 2.5** et **2.6**, et documentés dans le rapport technique sur les alternatives (**annexe B**).

Quelles autres alternatives ont été envisagées ?

Alternative de détournement MD 200

Suite aux ateliers publics et aux réunions des agences du printemps 2019, plusieurs agences participantes et coopérantes ont demandé au MDOT SHA d'évaluer une alternative (l'alternative de détournement du MD 200) qui permettrait aux voyageurs d'utiliser le MD 200 (connecteur intercomtés) au lieu de la face supérieure de la I-495 entre la I-270 et la I-95 afin d'éviter ou de réduire les impacts sur les ressources importantes et réglementées et les déplacements résidentiels.

À court terme, le principe de cette alternative a du mérite en raison de la capacité actuellement disponible sur le MD 200, une installation de la Maryland Transportation Authority (MDTA). En tant que tel, le MDOT SHA travaille avec la MDTA pour encourager le trafic en provenance de points situés au nord de la I-95 et destiné au pont de la Légion américaine ou au-delà (et le mouvement inverse) à utiliser le MD 200 pour profiter de la capacité de réserve à court terme et éventuellement soulager le haut de la I-495. Pour tenter de détourner une partie de ce trafic, le MDOT SHA a proposé à la MDTA de fournir des temps de parcours pour la I-495 et la MD 200 en utilisant les panneaux de messagerie dynamique existants. Si les temps de parcours indiquent que le trajet est plus court sur la MD 200 et que le péage est acceptable pour les voyageurs, ceux-ci peuvent alors choisir de dévier vers la MD 200.
Toutefois, pour répondre à l'objectif et à la nécessité de l'étude, la solution de détournement du MD 200 doit également tenir compte de la croissance du trafic à long terme, améliorer la fiabilité du voyage et la circulation des biens et des services. Pour l'année de conception 2040, les résultats de l'analyse du trafic ont indiqué que la solution de détournement MD 200 aurait des performances inférieures à celles de la plupart des solutions examinées dans de nombreux paramètres utilisés pour évaluer le caractère raisonnable des solutions. La solution de détournement MD 200 ne répondrait pas à l'objectif et à la nécessité de l'étude, à savoir répondre à la croissance du trafic à long terme, améliorer la fiabilité des trajets ou la circulation des biens et des services. Un résumé de l'analyse de la variante de détournement du MD 200 figure au **chapitre 2, section 2.5.3.b** et est documenté dans le rapport technique sur les variantes (**annexe B**).

Alternative 9 Modifiée (9M)

Le MDOT SHA et la FHWA ont évalué une alternative supplémentaire après l'identification du SDRA, appelée Alternative 9 Modifiée (Alternative 9M), en réponse aux commentaires du public et des agences sur le SDRA. L'alternative 9M consisterait en un mélange de l'alternative 5 et de l'alternative 9 dans le but d'éviter ou de réduire les impacts sur les ressources environnementales sensibles et les déplacements de propriétés sur la partie supérieure de la I-495 (I-270 West Spur et I-95). L'analyse a été réalisée pour déterminer si cette solution, qui comprend une réduction des voies sur la partie supérieure de la I-495, répondrait suffisamment à l'objectif et à la nécessité de l'étude. Dans l'ensemble, l'option 9M serait un mélange de ces deux options présélectionnées, la principale différence sur la partie supérieure de la I-495 entre l'embranchement ouest de la I-270 et la I-95 étant l'ajout d'une voie CHAUDE au lieu de deux voies CHAUDES dans chaque direction.

L'alternative 9M a été évaluée avec le même niveau de détail que les solutions retenues et a été jugée conforme à l'objectif et à la nécessité de l'étude, c'est pourquoi elle est incluse comme solution raisonnable dans la présente étude d'impact. Un résumé de l'analyse de la variante 9 modifiée figure au **chapitre 2, section 2.6.4** et est documenté à l'annexe B du rapport technique sur les variantes (**annexe B**).

Quelles sont les alternatives retenues et analysées dans le DEIS?

L'ingénierie préliminaire ainsi que des analyses supplémentaires sur le trafic, les finances et l'environnement ont été prises en compte pour déterminer le caractère raisonnable des solutions de rechange retenues pour le ARDS. La présente étude d'impact environnemental présente l'analyse et la comparaison supplémentaires des impacts entre le ARDS, ci-après dénommé **Alternatives de construction**, et la solution **Alternatives sans construction**. Les solutions retenues et analysées dans l'étude d'impact sont résumées dans le **tableau ES-1**. Le chapitre 2 présente une analyse complémentaire de l'élaboration des solutions de rechange pour la présente étude.

Table ES- 1: Alternatives retenues et analysées dans le DEIS

Alternative	Description
Alternative 1	Pas de construction
Alternative 8	Réseau de voies gérées par l'ETL à deux voies sur la I-495 et à une voie gérée par l'ETL et à une voie gérée par le HOV sur la I-270
Alternative 9	Réseau à deux voies, gérées par HOT, sur les routes I-495 et I-270
Alternative 9 Modifiée (9M)	Réseau à 2 voies, gérées par HOT, à l'ouest et à l'est de la I-495 et sur la I-270 ; voie à 1 voie gérée par HOT sur la partie supérieure de la I-495
Alternative 10	Réseau de voies gérées par ETL à 2 voies sur les autoroutes I-495 et I-270, plus voie gérée par HOV à 1 voie sur l'autoroute I-270 uniquement
Alternative 13B	Réseau de voies réversibles à 2 voies, géré par HOT, sur la I-495 ; Réseau de voies réversibles, géré par HOT, sur la I-270
Alternative 13C	Réseau à 2 voies gérées par l'ETL sur la I-495, réseau de voies réversibles gérées par l'ETL et voie à 1 voie gérée par les véhicules à fort taux d'occupation sur la I-270

L'option « Pas de construction » ne répond pas à l'objectif et à la nécessité de l'étude, mais a été retenue à des fins de comparaison avec les autres options. Les résultats de l'examen des alternatives et la justification de l'identification des alternatives retenues et analysées dans l'étude d'impact sont résumés au **chapitre 2**, **section 2.5** et documentés dans le *rapport technique sur les alternatives* (**annexe B**).

Quelles sont les composantes du transport en commun incluses dans les alternatives de construction?

Bien qu'il ait été constaté que les solutions de transport en commun autonomes ne répondaient pas à l'objectif et au besoin de l'étude, chaque alternative de construction comprend les éléments de transport en commun suivants, conformément à l'objectif du projet, qui est d'améliorer la mobilité et la connectivité multimodales existantes et prévues :

- Permettre l'utilisation gratuite des bus dans les voies gérées afin d'augmenter la vitesse de déplacement, d'assurer un voyage fiable et de relier les services/systèmes de bus locaux sur les artères qui sont directement reliées aux centres d'activité et aux centres économiques.

- Permettre des correspondances directes et indirectes avec les stations de transport en commun existantes et les projets de développement orientés vers le transport en commun au Silver Spring Metro/MARC (US 29), au Shady Grove Metro (I-370), au Twinbrook Metro (Wootton Parkway), au Montgomery Mall Transit Center (Westlake Terrace), Medical Center Metro (MD 187 et MD 185), Kensington MARC (MD 185), Greenbelt Metro/MARC (Cherrywood Lane), New Carrollton Metro/MARC/Amtrak (US 50), Largo Town Center Metro (MD 202 et MD 214), et Branch Avenue Metro (MD 5).

Ces éléments sont également pris en compte par le groupe de travail sur le transport en commun, qui comprend des représentants des administrations de transport en commun et de planification qui ont été directement et indirectement touchées par le programme P3, notamment les comtés de Montgomery, Prince George's, Frederick, Howard, Anne Arundel

et Charles, ainsi que les autobus de banlieue du MDOT MTA, MARC et WMATA, le bureau du secrétaire du MDOT pour la planification et la programmation des immobilisations, le MDOT SHA, la FHWA, la Federal Transit Administration (FTA) et le MWCOG. Lancé en mai 2019, le groupe de travail sur le transit s'est réuni huit fois pour fournir des informations sur les services de transit existants et aider à identifier les possibilités d'utilisation des voies gérées par le transit (voir **chapitre 2**, **section 2.7.6**).

Le *rapport sur la coordination des services de transport en commun* a été mis à la disposition du public en juin 2020 sur (https://495-270-p3.com/transit-benefits/) et il est utilisé pour informer les comtés concernés et les fournisseurs de services de transport en commun sur les importantes possibilités de transport en commun offertes par les voies gérées, telles que les stratégies visant à maximiser les avantages de la fiabilité et de la vitesse; fournir une base pour l'évaluation et la priorisation des besoins futurs en matière de capital et d'exploitation dans la zone de service; et lancer des discussions sur les moyens d'intégrer les services de transport en commun régionaux dans le programme P3.

Le remplacement du pont de la Légion américaine fait-il partie de l'étude sur les voies gérées?

Oui, toutes les alternatives de construction comprennent le remplacement complet du pont de la Légion américaine par un nouveau pont plus large (et non l'élargissement du pont existant). Le pont existant a près de 60 ans et devrait être remplacé au cours des prochaines décennies, indépendamment de cette étude. Le nouveau pont serait construit par phases afin de maintenir le même nombre de voies existantes à tout moment, et le nouveau pont sera donc remplacé au même endroit.

Comment les commentaires du public sur les alternatives ont-ils été pris en compte?

Jusqu'à présent, le public et les parties prenantes ont été encouragés à faire part de leurs commentaires sur la portée de l'étude, l'objectif et la nécessité, la gamme de solutions de rechange, l'examen préalable initial des solutions de rechange, les mesures d'évitement et de minimisation des impacts sur l'environnement et les biens, et les mesures d'atténuation potentielles. Dans le cadre du processus de participation du public, le MDOT SHA a examiné attentivement les commentaires reçus et a intégré certains éléments dans l'étude, notamment, mais pas exclusivement : la suppression des voies de collecte et de distribution existantes sur l'I-270 afin de réduire au minimum les besoins en emprises le long de l'I-270 ; l'engagement d'un chemin piétonnier le long d'un nouveau pont de la Légion américaine ; l'élimination ou la fourniture de certaines voies gérées d'accès direct ; l'évitement du déplacement du Rock Creek afin de réduire considérablement les impacts sur cette ressource importante ; l'engagement de remplacer tous les écrans antibruit existants ; et l'intégration de certains éléments de transport en commun tout en continuant à coordonner avec les fournisseurs locaux de transport en commun pour des possibilités supplémentaires d'accommoder la connectivité et la mobilité multimodales existantes et prévues. Pour répondre aux commentaires reçus du public et des agences sur les solutions de rechange recommandées retenues pour l'étude détaillée (ARDS) et pour éviter ou minimiser les impacts environnementaux et communautaires le long de la partie supérieure de la I-495, le MDOT SHA a analysé des solutions de rechange supplémentaires, notamment la solution de détournement MD 200 (ICC) et l'alternative 9 modifiée. Les résultats de ces analyses se trouvent aux **chapitres 2, 3 et 4** ainsi que dans le *projet d'évaluation de la section* 4(f) de l'**annexe F.**

Péage

Pourquoi les nouvelles voies doivent-elles être payantes et pourquoi l'État a-t-il besoin d'un promoteur pour les construire?

L'État du Maryland n'a pas les fonds nécessaires pour construire des améliorations de cette ampleur, dont le coût est estimé à environ 8 à 10 milliards de dollars. En outre, même avec les péages pour rembourser les prêts, l'État n'a pas la capacité de déposer des garanties suffisantes pour contracter des prêts afin de payer les améliorations. Par conséquent, l'État sélectionnera un promoteur par le biais d'un processus concurrentiel et conclura un accord de PPP en vertu duquel le promoteur concevra, construira, financera, exploitera et entretiendra les voies gérées pendant une certaine période en utilisant les recettes du péage. Le MDOT SHA resterait propriétaire de toutes les voies sur la I-495 et la I-270 et veillerait à ce que l'autoroute remplisse la fonction de transport prévue.

Comment les voies de péage gérées fonctionneront-elles?

Toutes les alternatives de construction incluraient un péage dynamique pour les voies gérées (HOT ou ETL) pendant toute la durée de l'étude. Les taux de péage seraient ajustés de manière dynamique dans la fourchette de taux de péage approuvée et pourraient changer en réponse aux variations en temps réel des conditions de circulation toutes les cinq à quinze minutes. Les péages seraient perçus électroniquement à la vitesse de l'autoroute, sans gares de péage, sans postes de péage et sans paiement en espèces. Grâce à cette approche, le flux de trafic serait géré, les encombrements seraient réduits et une vitesse moyenne minimale de 45 mph serait maintenue dans les voies gérées.

Comment les taux de péage seront-ils fixés?

Les fourchettes de taux de péage seront fixées selon le processus décrit dans le Code of Maryland Regulations (COMAR) 11.07.05 - Public Notice of Toll Schedule Revisions, y compris la participation du public. En général, une fourchette recommandée de tarifs de péage sera élaborée pour gérer le trafic et s'assurer que les installations peuvent répondre aux exigences nécessaires en matière de performance du trafic. La fourchette de taux de péage comprendra une limite supérieure du taux de péage par kilomètre. La fourchette de taux de péage recommandée sera présentée aux membres du conseil d'administration de la MDTA pour examen. Des audiences publiques et une période de consultation publique de 60 jours minimum seront organisées afin que le public ait la possibilité de faire des commentaires sur la fourchette de taux de péage. Les commentaires du public seront résumés pour les membres du conseil d'administration de la MDTA (y compris les révisions proposées, si nécessaire) et le conseil d'administration votera sur la fourchette de taux de péage. Une fois les voies gérées ouvertes, les taux de péage seront ajustés de manière dynamique dans la fourchette de taux de péage approuvée par la MDTA afin de garantir que les exigences en matière de trafic et de performance des voies soient respectées.

Quels pourraient être les taux de péage?

L'étude de planification et l'étude d'impact sur le développement durable ne recommandent pas les fourchettes de taux de péage définitives proposées pour les voies gérées ; toutefois, les taux de péage potentiels ont été estimés pour répondre aux objectifs de l'étude (gérer la demande de trafic et la congestion sur la I-270 et la I-495, et assurer une vitesse de 45 miles/heure dans les voies gérées), et pour déterminer si les solutions de remplacement seraient financièrement viables. Par conséquent, à des fins de planification uniquement, les taux de péage moyens par kilomètre (en dollars de 2020) pour toutes les périodes de l'année d'ouverture (2025) ont été estimés pour les voitures particulières utilisant un transpondeur E-ZPass : 0,70 $/mille pour l’alternative 8, 0,69 $/mille pour l’alternative 9, 0,77 $ pour l’alternative 9M, 0,68 $/mille pour l’alternative 10, 0,73 $/mille pour l’alternative 13B et 0,71 $/mille pour l’alternative 13C. En fin de compte, les fourchettes de tarifs de péage seront fixées par le Conseil de la MDTA après examen et commentaires du public. Il n'est pas prévu que les impacts environnementaux et communautaires décrits dans cette étude d'impact environnemental soient sensiblement différents une fois qu'une fourchette de taux de péage définitive sera approuvée, car le processus de modélisation pour l'estimation des taux de péage potentiels au niveau de la planification est similaire au processus de modélisation pour soutenir l'analyse des fourchettes de taux de péage qui seront présentées à l'Office de la MDTA pour examen.

Transport et circulation

Qu'est-ce qu'une voie aménagée?

Les installations routières qui utilisent des stratégies, telles que les restrictions d'utilisation des voies ou la tarification des encombrements, pour optimiser le nombre de véhicules pouvant circuler sur l'autoroute afin de maintenir des vitesses de libre circulation. Les voies gérées sont conçues pour fonctionner à un niveau de service acceptable même lorsque les voies générales adjacentes sont encombrées. Parce qu'elles sont gérées de manière à contrôler le nombre de véhicules qui les empruntent pour maintenir leur fluidité, les voies gérées offrent aux usagers une option plus fiable pour atteindre leur(s) destination(s). Les voies gérées peuvent inclure, mais ne sont pas limitées à des voies réservées aux véhicules à fort taux d'occupation (HOV), les voies réservées aux véhicules lourds (HOT Lanes), les voies réservées aux autobus (ETL) et les voies réservées aux autobus.

Quelle analyse du trafic a été effectuée pour l'étude?

Des analyses opérationnelles détaillées du trafic ont été effectuées pour chacune des alternatives de construction afin d'évaluer leur capacité à répondre à l'objectif et au besoin de l'étude au cours de l'année de conception 2040. La méthodologie d'évaluation comprenait un processus en trois étapes. Tout d'abord, un modèle de prévision régional a été développé pour chacune des alternatives de construction en utilisant le modèle de demande de transport du Conseil des gouvernements de la région métropolitaine de Washington (MWCOG), qui est le modèle généralement utilisé par le MDOT SHA et d'autres agences de transport pour évaluer les projets dans la région métropolitaine de Washington, DC. La version 2.3.71 du modèle MWCOG a été utilisée, il s'agit de la dernière version du modèle disponible lorsque l'analyse a été lancée. Ensuite, les sorties du modèle MWCOG ont été utilisées pour développer des projections équilibrées du volume de trafic pour l'année de conception 2040 pour chaque segment de route et mouvement de rampe dans les limites de l'étude pour chaque alternative de construction pendant les périodes de pointe. Enfin, des modèles de simulation du trafic pour chacune des alternatives de construction ont été développés à l'aide du logiciel VISSIM afin de déterminer la performance opérationnelle prévue de plusieurs mesures clés pendant la période de pointe du matin (6h00 à 10h00) et la période de pointe de l'après-midi (15h00 à 19h00).

Quels sont les résultats des analyses opérationnelles du trafic?

L'évaluation opérationnelle du trafic de l'année de conception 2040 pour chaque alternative est résumée ci-dessous et présentée au **chapitre 3** de cette DEIS.

- **L'alternative 1 (pas de construction)** ne résoudrait aucun des problèmes opérationnels rencontrés dans les conditions actuelles et ne pourrait pas faire face à une croissance du trafic à long terme, ce qui se traduirait par des vitesses de déplacement lentes, des retards, des temps de parcours longs et un réseau peu fiable.

- **L'alternative 5** a été jugée non raisonnable, car elle ne répond pas à l'objectif et à la nécessité de l'étude en raison des lacunes dans la gestion du trafic existant, de la croissance du trafic à long terme et de la fiabilité des trajets. Toutefois, les résultats de l'option 5 ont été inclus dans la présente étude d'impact sur le développement durable à des fins de comparaison uniquement. Pour plus d'informations, veuillez consulter le rapport technique sur les alternatives (**annexe B**).
- **L'alternative 8**, **l'alternative 13B** et **l'alternative 13C** seraient toutes plus performantes que la solution sans construction dans tous les domaines. Toutefois, ces solutions ne se classeraient en tête dans aucune des mesures opérationnelles étudiées et ne devraient donc apporter que des avantages modérés.

- **L'alternative 9M** n'a pas été incluse à l'origine comme option de construction, mais elle a été évaluée au même niveau de détail. Cette alternative a été étudiée comme un mélange de l'Alternative 5 et de l'Alternative 9. Pour plus d'informations, voir le **chapitre 2, section 2.6.4** et le rapport technique sur les alternatives (**annexe B**). La variante 9M serait plus

performante que la variante 1 dans tous les domaines, mais elle ne serait pas classée première dans aucun des domaines opérationnels étudiés, tout comme la variante 8, la variante 13B et la variante 13C.

- **Les alternatives 9 et 10** seraient systématiquement performantes dans toutes les mesures opérationnelles étudiées, et chaque variante serait classée première dans trois des six mesures clés. L'alternative 9 serait la plus performante en termes de vitesse moyenne, de LDV et d'effet sur le réseau local. L'alternative 10 serait la plus performante en termes de retard, d'indice de temps de parcours et de débit. Ces deux alternatives devraient apporter les meilleurs avantages opérationnels à la zone d'étude des voies gérées de l'I-495 et de l'I-270 et au réseau de transport environnant. Voir le **chapitre 3** et **l'annexe C** pour des informations détaillées.

Ressources environnementales, conséquences et atténuation

Quelles ressources environnementales ont été prises en compte dans l'analyse documentée dans la DEIS et les rapports techniques qui l'accompagnent?

Le **chapitre 4** de la DEIS présente les conditions environnementales existantes (environnement affecté) identifiées le long des corridors d'étude, les effets prévus sur les ressources (conséquences environnementales), et les mesures visant à éviter, minimiser et atténuer les effets inévitables sur ces ressources. D'autres possibilités d'éviter et de minimiser les effets seront examinées et documentées dans l'étude d'impact sur l'environnement.
Les ressources et les sujets environnementaux analysés ont été :

1. Utilisation des terres et zonage
2. Démographie
3. Communautés et équipements collectifs
4. Parcs et installations récréatives
5. Acquisitions et déménagements de biens immobiliers
6. Ressources visuelles et esthétiques
7. Ressources architecturales et archéologiques historiques
8. Qualité de l'air
9. Bruit
10. Matières dangereuses
11. Topographie, géologie et sols
12. Eaux des États-Unis et eaux de l'État, y compris les zones humides
13. Bassins versants et qualité des eaux de surface
14. Hydrologie des eaux souterraines
15. Plaines inondables
16. Végétation et habitat Terrestre
17. F aune terrestre
18. Biote aquatique
19. Espèces rares, menacées et en voie de disparition
20. Zones uniques et sensibles
21. Justice environnementale et respect du titre VI
22. Effets indirects et cumulatifs
23. Conséquences de la construction
24. Engagement des ressources

Quels sont les effets des alternatives de construction sur les ressources environnementales?

Les conséquences environnementales présentées au chapitre 4 sont décrites pour les solutions « Pas de construction » et « Construction ». Étant donné que les solutions de substitution à la construction prévoient l'extension et/ou la reconfiguration des routes existantes dans un environnement bâti contraint, et que les exigences techniques sont similaires pour toutes les solutions de substitution à la construction, l'ampleur totale des impacts devrait être très similaire. À ce stade de la conception, les impacts quantifiés présentés sont supposés être des effets permanents ou à long terme dans l'étude d'impact environnemental (voir les **tableaux ES-2 et 4-1**). Au fur et à mesure de l'avancement de la conception d'une solution privilégiée, les effets à long terme seront affinés, et les effets spécifiques à court terme liés à la construction seront séparés, quantifiés et documentés dans l'étude d'impact sur l'environnement. Les effets prévus de la construction sont examinés de manière qualitative tout au long du chapitre 4 et dans le **chapitre 2**, **section 2.7.3**. Le résumé de la comparaison des effets environnementaux entre l'absence de construction et les alternatives de construction est présenté dans le **tableau ES- 2**.

Quelles possibilités d'évitement et de minimisation ont été prises en compte pour les effets sur les ressources environnementales?

À ce stade de l'étude NEPA, les possibilités d'éviter et de réduire au minimum les parcs, les zones humides, les zones tampons des zones humides, les cours d'eau, les forêts et la plaine inondable à 100 ans de l'Agence fédérale de gestion des urgences ont été identifiées et coordonnées avec les organismes de réglementation et de ressources. À ce stade préliminaire de l'étude, les impacts ont été évités et minimisés dans toute la mesure du possible dans tous les domaines, et les techniques d'évitement et de minimisation ont été spécifiquement affinées dans certaines zones de ressources sensibles ou de valeur récréative. Pour plus de détails, voir le **chapitre 4**, projet de section *4(f) Évaluation* (**annexe F**), et le *rapport sur les techniques d'évitement, de minimisation et d'impact* (**annexe M**). L'effort visant à éviter, minimiser et atténuer les impacts inévitables se poursuivra par une coordination permanente et future avec les organismes de réglementation et de ressources concernés.

Quelles mesures d'atténuation sont envisagées pour les effets environnementaux inévitables?

Les mesures d'atténuation des effets inévitables sur les ressources environnementales ont été envisagées en fonction des effets des solutions de remplacement de la construction. L'atténuation conceptuelle proposée est examinée par ressource applicable au **chapitre 4** et détaillée dans le plan d'atténuation conceptuel (**annexe Q**) pour les ressources suivantes : zones humides ; forêts ; espèces rares, menacées et en danger ; parcs ; ressources culturelles ; bruit ; air ; propriétés ; matières dangereuses ; topographie, géologie, sols ; eaux souterraines ; justice environnementale ; esthétique visuelle ; biote aquatique ; et zones uniques et sensibles. D'autres mesures d'atténuation seront identifiées et affinées au fur et à mesure de l'avancement de l'étude et en tenant compte des commentaires du public, des parties prenantes et des agences.

Qu'est-ce que la section 4(f)?

La section 4(f) de la loi USDOT de 1966, telle que modifiée (49 U.S.C. 303(c)), stipule que l'USDOT, y compris la FHWA, ne peut pas approuver l'utilisation de terres provenant d'un parc public, d'une zone de loisirs, d'un refuge pour la faune ou la sauvagine, ou d'un site historique public ou privé, sauf si les conditions suivantes s'appliquent :

- La FHWA détermine qu'il n'y a pas d'alternative possible et prudente à l'utilisation du terrain de la propriété, et l'action comprend toute la planification possible pour minimiser les dommages à la propriété résultant d'une telle utilisation (23 CFR §774.3(a)(1) et (2)) ; ou
- La FHWA détermine que l'utilisation des propriétés de la section 4(f), y compris toute mesure visant à minimiser les dommages commis par le demandeur, aura un impact de minimis sur la propriété (23 CFR §774.3(b)).

Quels sont les effets de l'article 4(f)?

Une « utilisation » de (ou un impact sur) la propriété de la section 4(f) se produit :

(i) Lorsqu'un terrain est **incorporé de façon permanente** dans une installation de transport ;
(ii) Lorsqu'il y a une **occupation temporaire** de la terre qui est défavorable en termes de préservation de la loi, comme déterminé par les critères de 23 CFR §774.13(d) ; ou
(iii) Lorsqu'il y a une **utilisation constructive** d'un bien de la Section 4(f), telle que déterminée par les critères de 23 CFR §774.15.

Un total de 111 propriétés de la section 4(f) ont été identifiées dans les limites de l'étude du corridor, y compris les parcs publics et les zones de loisirs et les sites historiques. Sur les 111 propriétés de la section 4(f), 68 auraient une utilisation (impact) de la section 4(f) et 43 seraient évitées. Sur les 68 propriétés de la section 4(f) qui ont une utilisation, 36 résulteraient en une utilisation mineure de la section 4(f), 22 nécessiteraient une évaluation des alternatives d'évitement et une analyse du moindre dommage global, et quatre propriétés répondent aux critères d'exception. Voir le **chapitre 5**, **section 5.5** et l'annexe F pour plus de détails sur le *projet d'évaluation de la* **section 4(f).**

Table ES- 2: Résumé des effets Comparaison des alternatives[1]

	Resource	Alt 1 Pas de construction	Alt 5[2]	Alt 8	Alt 9	Alt 9M	Alt 10	Alt 13B	Alt 13C
Environnement	Total des impacts potentiels sur les propriétés de la section 4(f), y compris les parcs et les propriétés historiques (en acres)	0	141.7	146.8	146.8	144.7	149.0	145.5	146.7
	Nombre de propriétés historiques ayant un effet négatif[3] [L'effet négatif ne peut être déterminé][4]	0	13 [7]	13[7]	13[7]	13[7]	13[7]	13[7]	13[7]
	Plaine d'inondation de 100 ans (acres)	0	114.3	119.5	119.5	116.5	120.0	119.5	119.9
	Zones uniques et sensibles (acres)	0	395.3	408.2	408.2	401.8	410.8	406.7	408.6
	Zone d'examen des projets sur les espèces sensibles (en acres)	0	151.7	155.0	155.0	153.7	155.0	155.0	155.0
	Canopée forestière (en acres)	0	1,434	1,497	1,497	1,477	1,515	1,489	1,503
	Zones humides d'intérêt particulier pour l'État	0	0	0	0	0	0	0	0
	Zones humides, examinées sur le terrain (acres)	0	15.4	16.3	16.3	16.1	16.5	16.3	16.1
	Zones humides de 25 pieds (acres)	0	51.2	53.1	53.1	52.7	53.6	53.1	53.5
	Eaux des Etats-Unis (pieds linéaires)	0	153,702	155,922	155,922	155,229	156,948	155,822	156,632
	Bassins versants de niveau II (en acres)	0	55.2	55.3	55.3	55.3	55.3	55.3	55.3
	Récepteurs de bruit touchés[5]	0	3,661	4,470	4,470	4,249	4,581	4,411	4,461
Trafic	Économies de retard à l'échelle du système par rapport à l'absence de construction (AM/PM)[6]	0	20%/22%	23%/33%	34%/33%	30%/30%	35%/34%	27%/22%	26%/34%
Ingénierie	Total des droits de passage requis[7] (acres)	0	284.9	323.5	323.5	313.4	337.3	318.9	329.3
	Nombre de propriétés directement touchées	0	1,240	1,475	1,475	1,392	1,518	1,447	1,479
	Nombre de déménagements résidentiels	0	25	34	34	25	34	34	34
	Nombre de délocalisations d'entreprises	0	4	4	4	4	4	4	4
	Largeur de la chaussée sur la I-495 (pieds)	138–146	170–174	194–198	194–198	170-198	194–198	194–198	194–198
	Largeur de la chaussée sur la I-270 (pieds)	228–256	194–198	218–222	218–222	218-222	242–248	202–206	226–230
	Fourchette de coût du capital	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] Les impacts préliminaires représentés dans ce tableau supposent des impacts totaux ; les impacts permanents et temporaires seront distingués dans le FEIS.

[2] Le MDOT SHA et la FHWA ont déterminé que l'alternative 5 n'était pas raisonnable, mais elle est incluse dans l'étude d'impact environnemental à des fins de comparaison uniquement.

[3] Voir le chapitre 4, section 4.7 et l'annexe G, volume 1, pour plus de détails sur les effets sur les propriétés historiques.

[4] Sur la base des informations actuelles sur la conception, les effets ne peuvent pas être entièrement déterminés sur ces 7 propriétés historiques. Le MDOT SHA évaluera ces propriétés plus tard au fur et à mesure des progrès de la conception.

[5] Les récepteurs de bruit sont des utilisations du sol sensibles au bruit qui comprennent, entre autres, les résidences, les écoles, les lieux de culte et les parcs. Notez que ces chiffres incluent les récepteurs qui n'ont pas de mur antibruit existant ainsi que les récepteurs qui ont un mur antibruit existant qui devrait être remplacé

[6] Les versions précédentes de ce tableau utilisaient une mesure similaire de la moyenne annuelle des heures d'économie par navetteur. Les économies de retards à l'échelle du système reflètent mieux les avantages pour tous les usagers de la route].

[7] Le droit de passage est basé sur la recherche dans les registres de l'État et complété par le droit de passage du comté, si nécessaire. Avec les propriétés de la section 4(f), certaines limites varient en fonction de la présence de servitudes et des différences de taille et d'emplacement des limites historiques et des parcs.

Quels permis, approbations et autorisations seront vraisemblablement nécessaires?

En plus de la conformité à la NEPA, de nombreux permis, approbations et autorisations sont coordonnés en même temps que le processus de la NEPA ou seraient obtenus avant la construction de toute amélioration. Le **tableau ES- 3** résume les permis, autorisations et approbations fédéraux, étatiques et locaux qui seront probablement nécessaires sur la base des hypothèses de conception actuelles de l'étude et des impacts associés. Se reporter au **chapitre 6**, **section 6.5**.

Tableau ES- 3: Permis et approbations probables

	Permis/ Approbation	Agence responsable/autorisante
En même temps que la NEPA ou dans les 90 jours à compter du compte rendu de décision	Approbation de la loi sur la politique environnementale nationale (NEPA) - Compte rendu de décision1	Administration fédérale des routes
	Article 4(f) Approbation	Administration fédérale des routes
	Consultation sur la loi sur les espèces menacées d'extinction	US Fish and Wildlife Service / NOAA-NMFS
	Article 106 de l'accord de programme	Administration fédérale des routes
	Loi sur la propreté de l'eau, article 404 et article 10	Corps des ingénieurs de l'armée américaine
	Eaux de l'Etat du Maryland/Virginie (section 401)	US Army Corps of Engineers / Maryland Department of Environment / Virginia Department of Environmental Quality
	Permis pour les zones humides et les voies d'eau non marémotrices du Maryland	Département de l'environnement du Maryland
	Permis de protection des zones humides de Virginie	Département de la qualité environnementale de Virginie
Avant la construction	Permis d'utilisation spécial - Construction en VA et MD	Service des parcs nationaux
	Permis du parc de Capper-Cramton	Commission d'aménagement de la capitale nationale
	Permis de construire un parc - M-NCPPC	Parc de la capitale nationale du Maryland et Commission de planification
	Approbation de la loi sur le reboisement du Maryland	Département des ressources naturelles du Maryland
	Approbations de la révision des servitudes de conservation des forêts des États et des comtés	Département des ressources naturelles du Maryland / Commission du parc national de la capitale du Maryland et de la planification
	Permis général pour les eaux pluviales liées à une activité de construction - MD	Agence américaine de protection de l'environnement / Département de l'environnement du Maryland
	Permis général pour les eaux pluviales liées à une activité de construction - VA	Agence américaine de protection de l'environnement / Département de la qualité de l'environnement de Virginie
	Gestion des eaux de ruissellement, érosion et contrôle des sédiments	Département des transports du Maryland - Division de la révision du plan de l'administration des routes d'État / Département de l'environnement du Maryland
	Gestion des eaux de ruissellement, érosion et contrôle des sédiments	Agence américaine de protection de l'environnement / Département de l'environnement du Maryland / Département de la qualité environnementale de Virginie
	Loi sur la propreté de l'eau, article 402 (MS4)	Département de l'environnement du Maryland
	Permis d'appropriation et d'utilisation de l'eau	Département de l'environnement du Maryland

Note : [1] L'agence responsable est chargée de préparer et de publier un seul ROD pour toutes les agences fédérales responsables de l'autorisation du projet afin d'appuyer toute décision d'autorisation nécessaire. L'ODR intégrera chacune des décisions de dette agence, à moins qu'une exception à un seul ROD ne soit satisfaite comme indiqué à la section XIII ou que la loi fédérale prévoie que l'agence responsable émette un FEIS/ROD combiné. Protocole d'accord mettant en œuvre une décision fédérale unique en vertu du décret 13807, https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

Qu'est-ce que le décret d'exécution « Une décision fédérale »?

L'étude sur les voies gérées I-495 et I-270 suit le décret 13807 « Une décision fédérale » : *établir la discipline et la responsabilité dans le processus d'examen environnemental et d'autorisation des projets d'infrastructure*[12] exige des agences fédérales qu'elles traitent les examens environnementaux et les décisions d'autorisation des grands projets d'infrastructure comme « Une décision fédérale (OFD) ». Le décret 13807 (EO) fixe un objectif de réduction du temps moyen pour réaliser les examens environnementaux en vertu de la loi sur la politique environnementale nationale et les décisions d'autorisation pour les grands projets d'infrastructure à deux ans à partir de la publication de l'avis d'intention (NOI). L'EO ordonne également que, sauf dans certaines circonstances[13], l'agence fédérale chef de file et toutes les agences coopérantes et participantes « enregistrent toute décision d'agence individuelle dans un seul rapport de décision (ROD) » et préparent une seule déclaration d'impact environnemental (DIE). Pour autant que l'EIE contienne suffisamment de détails pour éclairer les décisions des agences, l'EO exige l'obtention de permis et d'approbations dans les 90 jours suivant la délivrance du ROD[14]. L'EO exige également que les grands projets d'infrastructure soient gérés selon un calendrier unique de délivrance des permis couvrant l'examen environnemental et les autorisations.

Quelles sont les prochaines étapes de l'étude?

Cette DEIS a été signée par la FHWA et le MDOT SHA et distribuée aux agences fédérales, étatiques et locales, ainsi qu'aux organisations et autres parties intéressées, et est disponible pour un examen public. Des audiences publiques seront organisées pendant une période de 90 jours pour l'examen de l'étude d'impact ; la date limite pour les commentaires est le 8 octobre 2020. Pendant cette période de 90 jours, l'étude d'impact est disponible dans des lieux publics tout au long des corridors d'étude et sur le site web du projet https://495-270-p3.com/DEIS/. Les commentaires sur l'EDIC sont pris en compte de la même manière, qu'ils soient reçus oralement ou par écrit, et peuvent être formulés par :

- Témoignage oral lors d'une des audiences publiques dans la salle d'audience principale
- Témoignage oral devant un rédacteur de procès-verbaux lors d'une audience publique en privé dans une salle séparée
- Commentaires écrits sur un formulaire de commentaires lors d'une audition publique
- Lettres à Lisa B. Choplin, DBIA, I-495 & I-270 P3 Directeur du programme, I-495 & I-270 P3 Bureau, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Le formulaire de commentaires du DEIS est disponible sur https://495-270-p3.com/DEIS/
- Email à MLS-NEPA-P3@mdot.maryland.gov

Après la période d'examen de 90 jours, le MDOT SHA et la FHWA examineront tous les commentaires et répondront à tous les commentaires de fond reçus ou postés avant la fin de la période de commentaires dans le cadre de la préparation du FEIS, le cachet de la poste faisant foi. Les commentaires reçus ou postés après cette date seront examinés et pris en compte dans la mesure du possible. Outre la prise en compte de tous les commentaires de fond, le FEIS résumera les informations supplémentaires et actualisées qui n'ont pas été affinées ou quantifiées dans l'EDIC, l'identification de la solution privilégiée et des facteurs qui soutiennent la sélection, ainsi que les engagements et les mesures d'atténuation à mettre en œuvre lors de la conception et de la construction finales.

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[12] Exéc. Ordonnance n° 13807, 82 Fed. Reg. 40463 (15 août 2017), https://www.whitehouse.gov/presidential-actions/presidential-executive-order-establishing-discipline-accountability-environmental-review-permitting-process-infrastructure/

[13] L'OE prévoit qu'un seul ROD sera émis, « à moins que le promoteur du projet ne demande aux agences de publier des documents NEPA séparés, que les obligations NEPA d'une agence coopérante ou participante n'aient déjà été satisfaites, ou que l'agence fédérale responsable ne détermine qu'un seul ROD ne serait pas le meilleur moyen de promouvoir l'achèvement du processus d'examen environnemental et d'autorisation du projet ».

[14] L'Agence fédérale principale peut prolonger le délai de 90 jours si elle détermine que la loi fédérale interdit à l'agence de délivrer son approbation dans les 90 jours ou qu'une prolongation favoriserait mieux l'achèvement du processus d'examen environnemental et d'autorisation du projet ou que les promoteurs du projet demandent un délai différent. Exéc. Ordonnance n° 13807, 82 Fed. Reg. 40463 (15 août 2017). https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

Programme de partenariat public-privé (P3)

Qu'est-ce qu'un P3?

Un partenariat public-privé (PPP) est un modèle alternatif pour la réalisation d'un projet d'investissement. Un P3 est un partenariat entre le secteur public ou gouvernemental et des entités privées. Le P3 cherche à exploiter l'expertise, l'innovation et le financement du secteur privé afin de fournir une infrastructure publique au profit du propriétaire et des utilisateurs publics de l'infrastructure. Les PPP cherchent à exploiter avec succès les forces respectives des secteurs public et privé pour réaliser de grands projets d'infrastructure complexes de manière rentable et rapide. Les fonctions d'un accord de PPP peuvent inclure la conception, la construction, le financement, l'exploitation et l'entretien d'une installation de transport.

Pourquoi un P3 est-il envisagé dans le cadre de cette étude?

Il y a plusieurs raisons d'utiliser un P3 :

- Le financement privé permet d'accélérer la construction : Les projets P3 peuvent avancer lorsque l'État ne dispose pas de fonds disponibles, car le secteur privé finance les améliorations en fonction des financements ou des recettes futurs. Il faudrait plus de 25 ans pour financer les améliorations du programme P3 de décongestionnement des autoroutes I-495 et I-270 en s'appuyant sur les fonds de l'État et en utilisant tout le budget d'expansion du capital du MDOT pour ce seul projet.
- Transfert des risques : L'État et le secteur privé partagent les risques en fonction de la personne qui peut le mieux gérer chaque risque afin de fournir la meilleure valeur à l'État.
- Opérations et maintenance : L'État peut bénéficier de l'exploitation et de l'entretien de l'autoroute par le secteur privé (par exemple, réparation de la chaussée, tonte du gazon) à un coût plus économique. Sans le programme P3, on estime que le MDOT devrait investir 1,7 milliard de dollars dans le remplacement/la remise en état des ponts et la réfection des chaussées au cours des dix prochaines années, simplement pour maintenir en bon état les routes existantes sur les I-495 et I-270 dans les comtés de Montgomery et Prince George, sans soulager les embouteillages.
- Financement gouvernemental limité : Les projets qui comprennent une future source de revenus peuvent être construits avec un financement gouvernemental limité ou sans financement initial. En fait, le programme P3 I-495 et I-270 a pour objectif de mettre en œuvre le programme sans coût net pour l'État.

Comment le projet serait-il construit?

L'objectif de cette DEIS est de répondre aux besoins de transport dans les limites de l'étude de 48 miles : I-495 du sud du George Washington Memorial Parkway dans le comté de Fairfax, Virginie, y compris les améliorations apportées au pont de la Légion américaine sur le fleuve Potomac, à l'ouest du MD 5, et le long de la I-270 de la I-495 au nord de la I-370, y compris les embranchements est et ouest de la I-270.

En raison de l'ampleur de l'étude, le MDOT SHA devrait construire toute alternative de construction par étapes. La phase 1 du programme P3 inclurait la partie du MLS le long de la I-495 depuis les environs de la George Washington Memorial Parkway en Virginie, à travers et incluant l'ALB, jusqu'à son échangeur avec la I-270 à l'embranchement ouest, et la I-270 depuis son échangeur avec la I-495 jusqu'à son échangeur avec la I-370. Un accord P3 de phase 1 inclurait également l'I-270 jusqu'à l'I-70 qui serait avancé par une étude NEPA séparée et indépendante.

Le Conseil des travaux publics du Maryland a approuvé le processus d'appel d'offres pour la phase 1 afin d'avancer dans la sélection d'un développeur de phase pour aider le MDOT SHA dans les activités préliminaires de développement et de conception, conformément à la réglementation fédérale. Aucun engagement ne sera pris par le MDOT SHA quant à toute alternative qui est ou pourrait être évaluée par le processus NEPA.

Il est prévu que la phase 1 soit développée et exécutée par un développeur de phase 1, dans le cadre d'un accord P3 de phase 1. La partie sud de la phase 1 de la I-495, à proximité du George Washington Memorial Parkway, jusqu'à la I-270 et la I-270 de la I-495 à la I-370 seraient développées, construites et livrées en premier. De plus, étant donné l'ampleur des améliorations, le développeur de phase devrait développer et livrer la partie sud de la phase 1 en deux ou plusieurs sections, à convenir avec le MDOT.

SDEIS EJ Public Involvement Materials

October 8, 2021

Dear Community Member:

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 (MLS) in compliance with the National Environmental Policy Act (NEPA). The study considers ways to relieve congestion and improve trip reliability, mobility and connectivity for modes of travel, including transit, in the National Capital Region.

MDOT SHA and FHWA published the MLS Supplemental Draft Environmental Impact Statement (SDEIS) on October 1, 2021. The SDEIS, developed after the DEIS was published in July 2020, provides new information related to Preferred Alternative, Alternative 9 – Phase I South: American Legion Bridge I-270 to I-370. This alternative focuses on replacing the 60-year-old American Legion Bridge and delivering two high occupancy toll (HOT) managed lanes in each direction within Phase I South: American Legion Bridge I-270 to I-370.

To help us with our outreach efforts, we ask that you please post the enclosed informational flyers about the MLS SDEIS where you display your organization's community information. The flyer is provided in English, Amharic, Chinese, French, Korean, and Spanish. A PDF version of the flyer will automatically be emailed to your organization's email address for listserv distribution if your organization's email address is readily available online. Please contact MDOT SHA if you have not received an email with the PDF flyer.

The scope of the SDEIS builds upon the analysis and information that remains valid in the existing DEIS but is limited to new information about the Preferred Alternative. On I-495, the Preferred Alternative consists of adding two new HOT managed lanes in each direction from the George Washington Memoria Parkway in Fairfax County, Virginia, to east of MD 187, Old Georgetown Road. On I-270, the Preferred Alternative consists of converting the one existing high occupancy vehicle (HOV) in each direction to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370, and on the I-270 east and west spurs. Transit buses, motorcycles and HOV3+ vehicles (those carrying three or more people) would be permitted to use the managed lanes toll-free. There is no action, or no improvements, included at this time on I-495 east of the I-270 east spur.

A public comment period for the SDEIS opened on October 1, 2021, and will continue through 11:59 p.m. on Monday, November 15, 2021. The comment period includes two virtual public hearing sessions, scheduled for Monday, November 1, as well as opportunities for email, written and recorded comments. Following the 45-day public comment period, MDOT SHA and FHWA will consider comments received and will respond to substantive comments on both the SDEIS and DEIS in the Final Environmental Impact Statement (FEIS).

The SDEIS is available online at OpLanesMD.com/SDEIS. Hard copies of the SDEIS and electronic copies of the SDEIS technical reports are also available for review at multiple library

locations in Montgomery and Prince George's counties, as well as one in Fairfax, Virginia and one in Washington, D.C. For a list of these locations, please visit OpLanesMD.com/SDEIS.

Individuals are invited to provide verbal testimony on the SDEIS via telephone during the Monday, November 1, virtual public hearing sessions. The two call-in testimony hearing sessions will be from 2:00 p.m. to 4:00 p.m. and 6:00 p.m. to 8:00 p.m. Advance registration is required to be admitted to the phone queue to provide verbal testimony during the virtual hearing sessions. Registration is available at OpLanesMD.com/SDEIS or by calling 833-858-5960. Members of the public will be allotted three minutes and elected officials will be allotted five minutes, per person, for verbal testimony. Responses to questions will not be given at the hearing.

The public can listen to the live hearing sessions via telephone by dialing 855-432-1483 or by watching the livestream at OpLanesMD.com/SDEIS. Maryland Relay Service can assist teletype users at 7-1-1. Individuals requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the Op Lanes Maryland toll-free number, **833-858-5960, by October 22, 2021**.

In addition to providing live verbal testimony, stakeholders may also provide verbal testimony during the call-in hearing sessions by dialing 855-432-1483 and leaving a single voicemail message limited to three minutes. Prior to attending a public hearing session, the public is encouraged to review the online presentation available at OpLanesMD.com/SDEIS. After the hearing, transcripts will be available on the website at a later date. All comments received, regardless of method of submission, will be given equal consideration.

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

Sincerely,



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

cc: Ms. Caryn J. G. Brookman, Environmental Program Manager, I-495 & I-270 P3 Office, MDOT SHA



INTRODUCCIÓN

La Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA, Maryland Department of Transportation State Highway Administration) y la Administración Federal de Carreteras (FHWA, Federal Highway Administration) publicaron el 1 de octubre de 2021 el Borrador Suplementario de Declaración de Impacto Ambiental (SDEIS, Supplemental Draft Environmental Impact Statement), en cumplimiento de la Ley Nacional de Política Ambiental (NEPA, National Environmental Policy Act) para el Estudio de Carriles de Acceso Controlado de la I-495 y la I-270. El SDEIS ha sido preparado para considerar la nueva información desarrollada después de que el Borrador de Declaración de Impacto Ambiental (DEIS) fuera publicado en julio de 2020 y presenta los resultados y recomendaciones pertinentes a la **Alternativa Preferida, Alternativa 9 - Fase 1 Sur: American Legion Bridge I-270 a I-370**. Mientras que el Estudio de Carriles de Acceso Controlado considera formas de aliviar la congestión y mejorar la fiabilidad de los viajes, la movilidad y la conectividad para diferentes modos de viaje, incluyendo el tránsito, en la Región de la Capital Nacional, esta alternativa se centra en la construcción de un nuevo American Legion Bridge y en proporcionar dos carriles de peaje de alta ocupación (HOT, High Occupancy Toll) en cada dirección dentro de la Fase 1 Sur: American Legion Bridge I-270 a I-370. El alcance del SDEIS se basa en el análisis y la información que sigue siendo válida en el DEIS existente, pero se limita a la nueva información sobre la Alternativa Preferida. También proporciona una oportunidad para que el público, las agencias y todas las partes interesadas revisen y proporcionen comentarios sobre la Alternativa Preferida y los impactos asociados tal como se presentan en el SDEIS.

Se admitirán comentarios sobre el SDEIS entre el viernes 1 de octubre y las 11:59 PM del lunes 15 de noviembre de 2021. El MDOT SHA y la FHWA realizarán una consulta pública virtual a través de dos sesiones el lunes 1 de noviembre de 2021.

El alcance del SDEIS se basa en el análisis y la información que sigue siendo válida en el DEIS existente, pero se limita a la nueva información sobre la Alternativa Preferida. En la I-495, la Alternativa Preferida consiste en añadir dos nuevos carriles de acceso controlado HOT en cada dirección desde la George Washington Memorial Parkway en el condado de Fairfax, Virginia, hasta el este de la MD 187, Old Georgetown Road. En la I-270, la Alternativa Preferida consiste en convertir el carril para vehículos de alta ocupación (HOV, High Occupancy Vehicle) existente en cada dirección en un carril de acceso controlado HOT y añadir un nuevo carril de acceso controlado HOT en cada dirección en la I-270 desde la I-495 hasta el norte de la I-370 y en los ramales este y oeste de la I-270. No hay ninguna acción, o ninguna mejora, incluida en este momento en la I-495 al este del ramal este de la I-270. Los autobuses de tránsito y los vehículos HOV de 3 o más personas podrán utilizar los carriles de acceso controlado sin peaje.

El SDEIS y la información complementaria están disponibles en el sitio web de Op Lanes Maryland. Antes de asistir a una sesión de consulta pública, se recomienda al público que revise la presentación en línea disponible en OpLanesMD.com/SDEIS a partir del viernes 1 de octubre. Después de la sesión, la transcripción de los comentarios del público estará disponible en el sitio web.

Sesiones virtuales de consulta pública del SDEIS

DOS SESIONES DE CONSULTA PÚBLICA DE TESTIMONIOS POR TELÉFONO

LUNES, 1 DE NOVIEMBRE DE 2021

SESIÓN 1 • 2:00–4:00 PM

SESIÓN 2 • 6:00–8:00 PM

Los miembros del público dispondrán de tres minutos y los funcionarios elegidos dispondrán de cinco minutos, por persona, para dar su testimonio verbal. No se responderá a las preguntas durante la sesión. El MDOT SHA y la FHWA considerarán y responderán a los comentarios sustanciales en la FEIS.

PRESENTE UN TESTIMONIO VERBAL EN LA SESIÓN

- Inscríbase para una de las sesiones en OpLanesMD.com/SDEIS o llamando al 833-858-5960
- Es necesario inscribirse con antelación para ser admitido en la cola telefónica de comentarios: inscríbase hasta el 1 de noviembre
- La hora de la sesión aprobada y las instrucciones se enviarán por correo electrónico a los inscritos antes del 1 de noviembre

PRESENTE UN TESTIMONIO VERBAL A TRAVÉS DE UN BUZÓN DE VOZ

- Presente un testimonio verbal marcando el número de teléfono 855-432-1483 y dejando un solo mensaje de voz, limitado a tres minutos
- No es necesario inscribirse con antelación; se aceptarán testimonios por correo electrónico durante el periodo de 45 días de comentarios.

VEA O ESCUCHE EN DIRECTO LAS SESIONES DE LAS CONSULTAS PÚBLICAS

- Vea la transmisión en directo en OpLanesMD.com/SDEIS (con subtítulos disponibles)
- Escuche por teléfono marcando el número 855-432-1483

OpLanesMD.com/SDEIS

Formas de Comentar sobre el SDEIS

- Presentar un testimonio verbal en las sesiones virtuales de **consulta pública**
- Presentar un testimonio verbal a través del **buzón de voz** (855-432-1483) durante las sesiones virtuales de las consulta pública, o a lo largo del periodo de comentarios de 45 días
- Presentar un **formulario electrónico de comentarios** en OpLanesMD.com
- Enviar un **correo electrónico** a oplanesMLS@mdot.maryland.gov
- Enviar una **carta** sobre el SDEIS a:

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

TODOS LOS COMENTARIOS recibidos, independientemente del método de presentación, recibirán la MISMA CONSIDERACIÓN

TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Solicitud de Ayuda en Español

El Servicio de Retransmisión de Maryland puede ayudar a los usuarios de teletipos en el 7-1-1. Las personas que necesiten ayuda para participar, como un intérprete en caso de dificultades auditivas o del habla, o ayuda con el idioma inglés, deben ponerse en contacto con el número gratuito de Op Lanes Maryland en el **833-858-5960 antes del 22 de octubre de 2021**.

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

Amharic ይህንን ጋዜጣ በ<አማርኛ> ለማግኘት፣ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ: oplanesMLS@mdot.maryland.gov። እባክዎ በኢሜይሉ ርዕስ ላይ ብለው ያመልክቱ።

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

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



INTRODUCTION

La *Maryland Department of Transportation State Highway Administration* (MDOT-SHA, administration routière du Département des transports du Maryland) et la *Federal Highway Administration* (FHWA, Administration fédérale des autoroutes) ont publié le projet de déclaration d'impact environnemental supplémentaire (SDEIS, *Supplemental Draft Environmental Impact Statement*) le 1er octobre, en conformité avec le National Environmental Policy Act (NEPA, loi nationale sur la politique de l'environnement) pour l'étude des voies gérées de la I-495 et de la I-270. Le SDEIS a été préparé pour tenir compte des informations nouvelles depuis la publication du projet de déclaration d'impact environnemental (DEIS, *Draft Environmental Impact Statement*) publié en juin 2020 et présente les résultats et les recommandations liés à la solution privilégiée, **la solution 9 – Phase 1 sud : American Legion Bridge I-270 jusqu'à la I-370**. Même si l'étude examine les moyens de résoudre les problèmes de congestion, d'améliorer la fiabilité des déplacements et de renforcer la mobilité et la connectivité multimodales des divers modes de déplacement, y compris le transport en commun, dans la région de la capitale nationale, cette solution se concentre, dans le cadre de la Phase 1 sud : American Legion Bridge I-270 jusqu'à la I-370, sur la construction d'un nouveau American Legion Bridge et la réalisation de deux voies gérées à péage réservées aux véhicules à haut taux d'occupation dans chaque direction, dans le cadre de la Phase 1 sud : Le SDEIS se fonde sur l'analyse et l'information toujours d'actualité du DEIS, mais se limite aux informations nouvelles concernant la solution privilégiée. Il offre également la possibilité au public, aux organismes et à toutes les parties prenantes de lire et de commenter la solution privilégiée et ses effets tels qu'il les présente.

Les commentaires sur le SDEIS seront acceptés du vendredi 1er octobre au lundi 15 novembre 2021 à 23 h 59. La MDOT SHA et la FHWA organiseront une audition publique virtuelle en deux séances le lundi 1er novembre 2021.

Le SDEIS se fonde sur l'analyse et l'information, toujours d'actualité, du DEIS, mais se limite aux informations nouvelles concernant la solution privilégiée. Sur la I-495, la solution privilégiée consiste à ajouter deux nouvelles voies gérées à péage pour véhicules à haut taux d'occupation dans chacune des directions, à partir de la route-promenade George Washington Memorial Parkway dans le comté de Fairfax, en Virginie, jusqu'à l'est de la MD 187, Old Georgetown Road. Sur la I-270, la solution privilégiée consiste à convertir la voie réservée aux véhicules à taux d'occupation élevée dans chacune des directions en une voie gérée à péage réservée pour les véhicules à haut taux d'occupation et à en ajouter une autre dans chaque direction sur la I-270, de la I-495 au nord de la I-370, et sur les embranchements est et ouest de la I-270. Pour l'instant, aucune action ou amélioration n'est prévue sur la I-495 à l'est de l'embranchement est de la I-270. Les autobus urbains et les VOM 3+ seraient autorisés à circuler gratuitement sur les voies gérées.

Le SDEIS et les documents qui l'étayent peuvent être consultés sur le site Web de Op Lanes Maryland. Avant d'assister à une séance d'audition publique, le public est invité à consulter la présentation en ligne disponible à OpLanesMD.com/SDEIS à partir du vendredi 1er octobre 2021. Après l'audition, la transcription des commentaires publics sera affichée sur le site Web.

Auditions Publiques Virtuelles du SDEIS

DEUX SÉANCES D'AUDITION PUBLIQUE EN PERSONNE

LUNDI 1ER NOVEMBRE 2021

PREMIÈRE SÉANCE • 14 H – 16 H

DEUXIÈME SÉANCE • 18 H – 20 H

Pour les témoignages oraux, le temps de parole des membres du public sera de trois minutes et celui des élus, de cinq minutes par personne. Les questions posées au cours de l'audition ne recevront pas de réponse. La MDOT SHA et la FHWA étudieront les commentaires de fond et y répondront dans la déclaration d'impact environnemental finale.

FOURNIR UN TÉMOIGNAGE PUBLIC À L'AUDITION

- S'inscrire à l'une des séances à OpLanesMD.com/SDEIS ou en composant le 833-858-5960
- Pour être admis dans la file d'attente téléphonique pour laisser un commentaire, une inscription préalable est requise – s'inscrire jusqu'au 1er novembre
- Les personnes inscrites recevront l'heure de séance approuvée et des instructions par courriel d'ici le 1er novembre

FOURNIR UN TÉMOIGNAGE PAR BOÎTE VOCALE

- Fournir un témoignage oral en composant le 855-432-1483 et en laissant un seul message d'au plus trois minutes
- Une inscription préalable n'est pas requise – les témoignages par boîte vocale seront acceptés pendant les 45 jours de consultation

REGARDER OU ÉCOUTER LES AUDITIONS PUBLIQUES EN DIRECT

- Regarder la diffusion en direct à OpLanesMD.com/SDEIS (sous-titres disponibles)
- Écouter par téléphone en composant le 855-432-1483

OpLanesMD.com/SDEIS

Façons de commenter le SDEIS

- Fournir un témoignage oral lors des séances **d'audition publique** virtuelles
- Fournir un témoignage par **boîte vocale** (855-432-1483) pendant les auditions publiques virtuelles ou au cours de la période de consultation de 45 jours
- Soumettre un **formulaire de commentaires** électronique sur OpLanesMD.com
- Envoyer un **email** à oplanesMLS@mdot.maryland.gov
- Envoyer une **lettre** à propose du SDEIS à :

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

LA MÊME IMPORTANCE sera accordée à TOUS LES COMMENTAIRES reçus, indépendamment du mode de communication choisi.

Demande d'assistance

Le Maryland Relay Service peut aider les utilisateurs de télétype au 7-1-1. Les personnes qui ont besoin d'assistance pour participer aux auditions, comme un interprète pour les difficultés d'audition ou de parole ou une assistance pour la langue anglaise, doivent composer le numéro gratuit de Op Lanes Maryland au **833-858-5960 d'ici le 22 octobre 2021**.

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

Amharic ይህንን ጋዜጣ በ<አማርኛ> ለማግኘት፣ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ: oplanesMLS@mdot.maryland.gov። እባክዎ በኢሜይሉ ርዕስ ላይ ብለው ያመልክቱ።

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

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

TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



介绍

根据《国家环境政策法案》(NEPA)，马里兰州运输部州际公路管理局(MDOT SHA) 和联邦公路管理局 (FHWA) 于2021年10月1日发布了《环境影响声明补充草案》(SDEIS)，进行对I-495公路和I-270公路管理车道研究。SDEIS已经考虑了在2020年7月环境影响声明草案 (DEIS) 发布后所开发的新信息，并提出了首选替代方案，方案9 — 第一阶段南部：American Legion Bridge (美国军团桥) I-270公路至I-370公路相关的结果和建议。尽管“管理车道研究” 考虑了不同方法来缓解国家首都地区的拥堵，提高出行可靠性、机动性和出行连通性，这个替代方案的重点是建设一座新的美国军团桥，并在第一阶段南部 —美国军团桥1-270至I370 的每个方向提供两个高承载收费 (HOT)管理车道。SDEIS的范围建立在现有的DEIS中仍然有效的分析和基础上，但仅限于关于首选替代方案的新信息。它也为公众、机构和所有股东提供了一个就SDEIS中提出的首选替代方案和相关影响进行审查并提供意见的机会。

您可以在2021年10月1日（周五）到11月15日（周一）晚上11:59分之间对SDEIS提出意见。MDOT SHA和FHWA将于2021年11月1日（周一）组织两次网络公开听证会。

SDEIS的范围建立在现有DEIS中仍然有效的分析和信息的基础上，但仅限于关于首选替代方案的新信息。在I-495公路上，首选的替代方案包括从佛吉尼亚州 (Virginia) 费尔法克斯郡 (Fairfax) 的乔治华盛顿公园路 (George Washington Memorial Parkway) 到MD 1871以东的老乔治城路 (Old Georgetown Road), 在每个方向增加两个新的 HOT管理车道。在I-270公路上，首选替代方案包括将每个方向上的一个现有的高承载专用车道(HOV)转换为HOT管理车道，并在I-270号公路上从I-495号公路到I-370号公路以北以及在I-270号公路的东西支路的每个方向上增加一个新的HOT管理车道。目前，在I-495公路东侧的I-270公路上没有任何动工或改进措施。公交车和HOV 3+车辆将被允许免费使用管理车道。

SDEIS及其相关信息可在Op Lanes Maryland网站上找到。在参加听证会之前，从10月1日（周五）开始，公众可以在OpLanesMD.com/SDEIS网站上阅览在线文本演示。听证会结束后，公众评论意见的文字记录将会在网站上公布。

SDEIS网络公开听证会

两次电话评论公开听证会

2021年11月1日星期一

会议1 • 2:00—4:00 PM

会议2 • 6:00—8:00 PM

市民每人都会有3分钟的评论时间，民选官员每人会有5分钟的评论时间。听证会上将不会对问题做出回应。MDOT SHA和FHWA将在FEIS中考虑并回应实质性意见。

在听证会上提出评论

- 请登陆OpLanesMD.com/SDEIS或拨打833-858-5960 注册其中一个会议
- 您需要在11月1日之前提前注册才能有资格加入电话发言的等候名单
- 确定的会议时间和会议说明将在11月1日前通过电子邮件发送给注册人员

通过语音信箱提出评论

- 请拨打855-432-1483并在语音信箱留下一条3分钟以内的评论
- 不需要提前注册—在45天的评论期内您都可以在语音信箱留下评论。

观看或收听公开听证会直播

- 请在OpLanesMD.com/SDEIS观看直播（提供字幕）
- 请拨打855-432-1483收听直播

OpLanesMD.com/SDEIS

对SDEIS提出评论的方法

- 在网络**听证**会上提出评论
- 在虚拟听证会期间，或在45天的评论期间，请通过**拨打语音信箱**(855-432-1483)提出评论
- 请在OpLanesMD.com上提交**电子评论表格**
- 请发送**电子邮件**至oplanesMLS@mdot.maryland.gov
- 写一封关于SDEIS的**信**给

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

所有收到的意见，无论使用哪种提交方法，都将给予**同等的考虑机会**

TRAFFIC RELIEF PLAN

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

请求援助

电传打字机用户可以通过拨打7-1-1接受马里兰中继服务提供的帮助。需要协助参与的个人，例如因为听力/言语困难需要翻译人员，或需要英语协助，请在**2021年10月22日**前联系Op Lanes Maryland的免费电话：**833-858-5960**。

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

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소개말

메릴랜드 교통부 주 고속도로국 (MDOT SHA)과 연방 도로청(FHWA)는 I-495와 I-270에 대한 국가환경정책법(NEPA)에 따라 보충 환경영향평가서 초안(SDEIS)을 2021년 10월 1일에 발표하였습니다. SDEIS는 환경영향평가서 초안(DEIS)이 2020년 7월에 발표된 후 알려진 새로운 정보를 고려하기 위해 작성되었으며 우선적 대안인 대안 9 – Phase 1 South: American Legion Bridge I-270에서 I-370까지 관련 결과와 권고안을 제시합니다. 관리 차로 연구는 수도 지역 혼잡을 줄이고 주행 신뢰성, 이동성 및 환승을 포함한 교통편 간 연결을 개선하고자 하며 상기 대안은 새로운 American Legion Bridge를 건설하고 각 방향에서 두 개의 다인승 차량 전용(HOT) 관리 차로를 Phase 1 South: American Legion Bridge I-270에서 I-370 노선 내에서 제공하는데 주안을 두고 있습니다. SDEIS의 범위는 기존 DEIS에서 유효한 분석과 정보를 기반으로 하지만 우선적 대안과 관련한 새로운 정보에 한정되어 있습니다. 또한 SDEIS에 제시된 우선적 대안과 관련 영향에 대해 일반 대중, 관련 기관 및 모든 이해 당사자들에게 검토 및 의견 제시 기회를 제공합니다.

SDEIS 관련 의견은 2021년 10월 1일 금요일부터 11월 15일 월요일 11:59 PM 사이에 접수됩니다. MDOT SHA와 FHWA는 2021년 11월 1일 월요일에 두 세션에 걸쳐 한 번의 비대면 공청회를 개최할 예정입니다.

SDEIS의 범위는 기존 DEIS에서 유효한 분석과 정보를 기반으로 하지만 우선적 대안과 관련한 새로운 정보에 한정되어 있습니다. I-495관련해서 우선적 대안은 버지니아주 페어팩스 카운티에 있는 George Washington Memorial Parkway에서 MD 187, Old Georgetown Rd 동쪽까지 각 방향에서 두 개의 새로운 HOT 관리 차로를 추가하는 내용입니다. I-270 관련한 우선적 대안은 I-495에서 I-370 북쪽까지 그리고 I-270 east 및 west 지선에서 각 방향 기존의 다인승 (HOV) 차선 하나를 HOT 관리 차로로 전환하고 하나의 새로운 HOT 관리 차로를 추가하는 방안입니다. 지금 현재 I-270 east 지선의 I-495 east 상에서 진행 중인 개선이나 조치는 없습니다. 환승 버스와 HOV 3+ 차량은 통행료 없이 관리 차로를 이용할 수 있습니다.

SDEIS와 그를 뒷받침하는 정보는 Op Lanes Maryland 웹사이트에 나와 있습니다. 10월 1일 금요일에 시작하는 공청회에 참여하고자 하는 일반인들은 OpLanesMD.com/SDEIS에 나와 있는 온라인 프레젠테이션을 검토하시기를 권합니다. 공청회에서 수집된 의견을 기록하여 웹사이트에서 제공할 것입니다.

SDEIS 비대면 공청회 세션

두 번의 전화 참여 공청회 세션

2021년 11월 1일 월요일

SESSION 1 오후 2:00 – 4:00

SESSION 2 오후 6:00 – 8:00

일반인들은 일인 당 3분씩, 공직자들은 5분씩 발언 기회가 주어집니다. 공청회에서는 제기된 질문에 대한 답변을 제공하지 않습니다. MDOT SHA와 FHWA가 제시된 주요 의견에 대해 고려한 후 최종 환경영향평가서(FEIS)에서 답변을 제공할 예정입니다.

공청회에서 구두 발언 하는 방법

- OpLanesMD.com/SDEIS 또는833-858-5960으로전화하셔서 공청회 두 세션 중 하나에 등록하세요
- 미리 등록하셔야 발언 신청자 전화 대기열에 포함됩니다. 11월 1일까지 등록하세요
- 11월 1일까지 등록하신 분께 발언이 승인된 세션 시간과 참가 방법 설명을 이메일로 보내 드립니다

음성사서함(VOICEMAIL)으로 구두 발언 하는 방법

- 855-432-1483으로 전화하셔서 최대 3분 길이의메시지로 한 번 음성사서함을 남겨서 구두 발언을 해주세요
- 사전 등록은 필요하지 않습니다. 음성사서함 발언은 45일의견 수집 기간 내내 받습니다

공청회 세션을 실시간으로 시청 또는 경청하는 방법

- OpLanesMD.com/SDEIS에서 라이브스트림으로시청하세요. (자막 제공됨)
- 855-432-1483으로 전화해서 진행 상황을 들으세요

OpLanesMD.com/SDEIS

SDEIS에 대한 의견 제시 방법

- 비대면 **공청회 세션**에서 구두 발언 제공하기
- 공청회 세션 중 또는 45일의 의견 수집 기간 내내 **음성사서함** (855-432-1483)을 통해 구두 발언을 제공해 주세요
- OpLanesMD.com에서 온라인 **의견 제시 양식을** 제출하세요
- oplanesMLS@mdot.maryland.gov로 **이메일을** 보내세요
- SDEIS에 관해 **편지** 보낼 주소

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

제출 방법에 상관 없이 접수된 모든 의견은 동등하게 고려됩니다.

도움 요청 방법

텔레타이프 사용자들은7-1-1로 전화 걸어서 메릴랜드 릴레이 서비스의 도움을 받으실 수 있습니다. 참여에 청각 및 언어 장애에 대해 수화 통역이나 통역 등 도움이 필요하신 분들은**2021년10월 22일까지833-858-5960**으로Op Lanes Maryland에 연락 주시기 바랍니다.

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

Amharic ይህንን ጋዜጣ በ<አማርኛ> ለማግኘት፣ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ: oplanesMLS@mdot.maryland.gov። እባክዎ በኢሜይሉ ርዕስ ላይ ብለው ያመልክቱ።

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

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MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



መግቢያ

የሜሪላንድ የትራንስፖርት መምሪያ የ ግዛቱ አውራ ጎዳና አስተዳደር(ኤም.ዲ.ኦ.ቲ ኤስ.ኤች.ኤ) (MDOT SHA) እና የፌዴራል አውራ ጎዳና አስተዳደር (ኤፍ.ኤች.ዲ.ብሊው.ኤ)(FHWA) ለ I-495 & I-270 ማኔጅድ ሌን ስቴዲ(Managed Lanes Study) ቁጥጥር ለሚደረግባቸው መስመሮች ጥናት ከወጣው የብሄራዊ የአካባቢ ፖሊሲ አዋጅ (ኤን.ኢ.ፒ.ኤ)(NEPA) ጋር የሚስማማ ተጨማሪ የአካባቢያዊ ተጽዕኖ ረቂቅ መግለጫ (ኤስ.ዲ.ኢ.አይ.ኤስ)(SDEIS) በኦክቶበር 1፣ 2021 አሳትመዋል። SDEIS የአካባቢያዊ ተጽዕኖ ረቂቅ መግለጫ ዲ.ኢ.አይ.ኤስ(DEIS) በጁላይ 2020 ከታተመ በኋላ የተፈጠሩ አዲስ መረጃዎችን ከግምት ውስጥ ለማስገባት ተዘጋጅቷል እንዲሁም ለተመራጩ አማራጭ፣ አማራጭ 9 – ምእራፍ1 South፣ ጠቃሚ የሆኑ ውጤቶችን እና ምክረ ሀሳቦችን ያቀርባል። የአሜሪካ ሌጊዮን ድልድይ ከ I-270 እስከ I-370። ቁጥጥር ለሚደረግባቸው የመስመሮች ጥናት (Managed Lanes Study) መጨናነቅን ለመቀነስ እና ለጉዞ አይነቶች፣ የመጓጓዣ መንገዶችን፣ ናሽናል ካፒታል ሪጅን(National Capital Region) ውስጥ የጉዞ አስተማማኝነት፣ እንቅስቃሴን እና ግንኙነትን የሚያሻሽሉ መንገዶችን ከግምት ውስጥ እያስገባ ሳለ፣ ይህ አማራጭ ፌዝ 1 ሳዉዝ(Phase 1 South) ውስጥ አዲስ የአሜሪካ ሌጊዮን ድልድይ መገንባት እና ሁለት ከፍተኛ በስራ ላይ የዋሉ የከፍያ ኤች.ኦ.ቲ(HOT) ቁጥጥር የሚደረግባቸው መስመሮችን በአያንዳንዱ አቅጣጫ ማቀረብ ላይ ያተኩራል። የአሜሪካ ሌጊዮን ድልድይ ከ I-270 እስከ I-370። የ SDEIS ዓላማ ነባሩ DEIS ውስጥ ልክ ሆኖ በቆየው ትንታኔ እና መረጃ ላይ ይመሰረታል ነገር ግን ስለ ተመራጭ አማራጮች (Preferred Alternative) ያሉ አዲስ መረጃዎች ላይ ውስን ነው። SDEIS ውስጥ እንደተገለጸው ተመራጭ ስለ ሆነዉ አማራጭ እና ተጓዳኝ ተጽዕኖዎች አስተያየት እንዲሰጡ እና እንዲገመግሙ ለህዝብ፣ ለ ኤጀንሲዎች እና ለሁሉም ባለ ድርሻ አካላት ዕድል ይሰጣል።

SDEIS ላይ የሚሰጡ አስተያየቶች ከአርብ፣ ኦክቶበር 1፣ እስከ ሰኞ፣ ኖቬምበር 15፣ 2021፣ ከሰዐት 11:59 ተቀባይነት ይኖራቸዋል። MDOT SHA እና FHWA ሰኞ፣ ኖቬምበር 1፣ 2021 ላይ አንድ ምናባዊ የህዝብ ችሎት በሁለት ክፍለ ጊዜዎች ያካሂዳሉ።

የ SDEIS ዓላማ ነባሩ DEIS ውስጥ ልክ ሆኖ በቆየው ትንታኔ እና መረጃ ላይ ይመሰረታል ነገር ግን ስለ ተመራጭ አማራጮች (Preferred Alternative) ያሉ አዲስ መረጃዎች ላይ ውስን ነው። I-495 ላይ፣ ተመራጭ የሆነዉ አማራጭ (Preferred Alternative) ሁለት አዲስ የ HOT ቁጥጥር የሚደረግባቸው መስመሮችን በአያንዳንዱ አቅጣጫ ከ ፌርፎክስ አውራጃ፣ ቨርጂኒያ(Fairfax County፣ Virginia) ከ ጆርጅ ዋሽንግተን ሚሞሪያል ፓርክዋይ(George Washington Memorial Parkway) አንስቶ እስከ MD 187፣ አሮግየዉ ጆርጅታውን(Old Georgetown) መንገድ በስተ ምስራቅ ድረስ መጨመርን ያካትታል። I-270 ላይ፣ ተመራጩ አማራጭ ነባሩን የ HOV መስመር በአያንዳንዱ አቅጣጫ ወደ HOT የቁጥጥር መንገድ መለወጥን እና I-270 ላይ ከ I-495 አንስቶ እስከ I-370 በስተ ሰሜን እና የ I-270 ምስራቅ እና ምዕራብ መታጠፊያዎች ላይ በ HOT ቁጥጥር የሚደረግበትን መስመር በአያንዳንዱ አቅጣጫ መጨመርን ያካትታል። በዚህ ጊዜ የ I-270 ምስራቅ መታጠፊያ I-495 ምስራቅ ላይ ምንም አይነት እርምጃ፣ ወይም ማሻሻያዎች አልተካተቱም። የትራንዚት አውቶብሶች እና HOV 3+ ተሽከርካሪዎች ቁጥጥር የሚደረግባቸውን መስመሮች ከክፍያ ነጻ እንዲጠቀሙ ይሆናል።

SDEIS እና የአርሱ አጋዥ መረጃ በ ኦፒ(Op) መስመሮችበሜሪላንድ ድረገጽ ላይ ይገኛል። የህዝብ ችሎት ክፍለ ጊዜውን ከ መሳተፋችሁ አስቀድሞ፣ ህብረተሰቡ OpLanesMD.com/SDEIS ላይ የሚገኘውን የመስመር ላይ ገለጻ ከአርብ፣ ኦክቶበር 1 አንስቶ እንዲገመግሙ ይበረታታል። ከችሎቱ በኋላ፣ የህዝቡ አስተያየቶች ግልባጭ በድህረ ገጹ ላይ ይገኛል።

የ SDEIS ምናባዊ የህዝብ ችሎት ክፍለ ጊዜዎች

ሁለት የቀጥታ ስልክ ጥሪ ምስክርነት የህዝብ ችሎት ክፍለ ጊዜዎች

ሰኞ፣ኖቬምበር 1፣ 2021

ክፍለ ጊዜ 1 • ከሰዐት 2:00–4:00

ክፍለ ጊዜ 2 • ከሰዐት ከ6:00–8:00

ለቃል ምስክርነት የህብረተሰቡ አባላት በሰው ሶስት ደቂቃ ተመራጭ ባለስልጣናት ደግሞ አምስት ደቂቃ ይመደብላቸዋል። በችሎቱ ወቅት ለጥያቄዎች ምላሾች አይሰጡም። MDOT SHA እና FHWA በ FEIS ውስጥ እውነት አዘል አስተያየቶችን ከግምት ውስጥ ያስገባሉ እንዲሁም መልስ ይሰጡባቸዋል።

በችሎቱ ወቅት የቃል ምስክርነት ይስጡ

- OpLanesMD.com/SDEIS ላይ ወይም በ 833-858-5960 በመደወል ለአንዱ ክፍለ ጊዜ ይመዝገቡ
- አስተያየት ለመስጠት የስልክ ተራ ለመያዝ የቅድመ ምዝገባ ያስፈልጋል—እስከ ኖቬምበር 1 ይመዝገቡ
- የጸደቀ የክፍለ ጊዜ ሰዓት እና መመሪያዎች ከኖቬምበር 1 አስቀድሞ ለ ተመዝጋቢዎች በኢሜይል ይላካል

በድምጽ መልዕክት የቃል ምስክርነት ይስጡ

- 855-432-1483 ላይ በመደወል እና በሶስት ደቂቃዎች የተገደበ አንድ የድምጽ መልዕክት በማስቀመጥ የቃል ምስክርነት ይስጡ
- የቅድመ ምዝገባ አያስፈልግም—የድምጽ መልዕክት ምስክርነት በ 45-ቀን የአስተያየት መስጫ ጊዜ ሙሉ ተቀባይነት ይኖረዋል

የህዝብ ችሎት ክፍል ጊዜዎችን በቀጥታ ይመልከቱ ወይም ይከታተሉ

- OpLanesMD.com/SDEIS ላይ በቀጥታ ስርጭት ይመልከቱ (ዝግ ጽሁፍ ይገኛል)
- 855-432-1483 ላይ በመደወል በስልክ ያዳምጡ

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- ምናባዊ **የህዝብ ችሎት** ክፍለ ጊዜ ዎቹ ላይ የቃል ምስክርነት መስጠት
- ምናባዊ የህዝብ ችሎት ክፍለ ጊዜዎች ወቅት፣ ወይም በ 45-ቀን የአስተያየት መስጫ ጊዜው በሙሉ በ **ድምጽ መልዕክት** (855-432-1483) የቃል ምስክርነት መስጠት
- OpLanesMD.com ላይ የኤሌክትሮኒክ **አስተያየት ቅጽ** ያስገቡ ለ
- oplanesMLS@mdot.maryland.gov **ኢሜይል** ይላኩ
- ለሚከተለው አካል ስለ SDEIS የጽሁፍ **ደብዳቤ** ይላኩ፦

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ምክትል ዳይሬክተር፣ I-495 & I-270 P3 መስሪያ ቤት
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State Highway Administration
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Amharic ይህንን ጋዜጣ በ<አማርኛ> ለማግኘት፣ አባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ: oplanesMLS@mdot.maryland.gov። አባክዎ በኢሜይሉ ርዕስ ላይ ብለው ያመልክቱ።

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TRAFFIC RELIEF PLAN

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

495 270 MANAGED LANES STUDY



La Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA) y la Administración Federal de Carreteras (FHWA) completó el Suplementario Borrador de la Declaración de Impacto Ambiental (SDEIS) con el Aviso de Disponibilidad publicado en el Registro Federal el 1 de octubre de 2021. Este SDEIS ha sido preparado para considerar la nueva información derivada tras la publicación en julio de 2020 del Borrador de la Declaración de Impacto Ambiental (DEIS), y presenta los resultados y recomendaciones relativas a la **Alternativa Preferida: Alternativa 9 – Fase 1 Sur**. Mientras que el Estudio de Gestión de Carriles considera formas de aliviar la congestión de tráfico y mejorar la confiabilidad de los viajes, incluido el transporte público, en la Región de la Capital Nacional, esta alternativa se concentra en construir un nuevo puente American Legion y proporcionar dos carriles de alta ocupación (HOT) de pago en cada dirección en la Fase 1 Sur: el puente American Legion I-270 a la I-370. El alcance de este SDEIS se apoya en el análisis y la información validada en el SDEIS existente, pero está limitada a la nueva información sobre la Alternativa Preferida. También proporciona una oportunidad para que el público, las agencias públicas y todas las partes interesadas revisen y provean comentarios sobre la Alternativa Preferida y los impactos asociados como se presentan en el SDEIS.

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

Disponibilidad de documentos SDEIS

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BIBLIOTECAS DE CONDADO DE MONTGOMERY		
Sucursal de Gaithersburg	18330 Montgomery Village Avenue, Gaithersburg, MD 20879	Lunes, miércoles, viernes y sábados: 10 AM – 6 PM†
Sucursal de Quince Orchard	15831 Quince Orchard Road, Gaithersburg, MD 20878	Martes y jueves: 12 – 8 PM†
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Sucursal de Potomac	10101 Glenolden Drive, Potomac, MD 20854	
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DOS SESIONES DE AUDIENCIA PÚBLICA DE TESTIMONIO POR CONVOCATORIA

LUNES 1 DE NOVIEMBRE DE 2021

SESIÓN 1 • 2:00–4:00 PM

SESIÓN 2 • 6:00–8:00 PM

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TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MANAGED LANES STUDY



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TRAFFIC RELIEF PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

RESUMEN EJECUTIVO

Visión general

¿Cuál es el objetivo del Borrador Suplementario de la Declaración de Impacto Ambiental?

De acuerdo con el 23 CFR 771.130, una Declaración de Impacto Ambiental (EIS, Environmental Impact Statement) puede ser suplementada en cualquier momento, cuando la Administración Federal de Carreteras (FHWA, Federal Highway Administration) determina que los cambios en la acción propuesta o la nueva información pertinente a las preocupaciones ambientales o los impactos de la acción propuesta no fueron evaluados en el Borrador EIS (DEIS, Draft Environmental Impact Statement). Este Borrador Suplementario de Declaración de Impacto Ambiental (SDEIS, Supplemental Draft Environmental Impact Statement) ha sido preparado para considerar nueva información relativa a la Alternativa Preferida, Alternativa 9 - Fase 1 Sur. Basándose en el análisis de la DEIS existente, la SDEIS revela nueva información relevante para la Alternativa Preferida, centrándose en la nueva información y haciendo referencia a la DEIS para la información que sigue siendo válida. La SDEIS también describe los antecedentes y el contexto en el que se identificó la Alternativa Preferida, la Alternativa 9 - Fase 1 Sur. La SDEIS estará disponible para que el público pueda revisar y comentar la Alternativa Preferida durante un período de comentarios de 45 días. Tras el período de comentarios de la SDEIS, la FHWA y la Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA, Maryland Department of Transportation) considerarán los comentarios recibidos y responderán a los comentarios sustanciales sobre el DEIS y el SDEIS en la Declaración de Impacto Ambiental Final (FEIS, Final Environmental Impact Statement).

¿En qué se centra el SDEIS?

El SDEIS se centra en la nueva información relacionada con la Alternativa Preferida para el Estudio de Carriles de Acceso Controlado de la I-495 y la I-270 (Estudio). El Estudio está considerando alternativas que abordan la congestión de las carreteras dentro del alcance específico del Estudio, el cual permanece sin cambios desde el DEIS: la I-495 desde el sur de la George Washington Memorial Parkway en el condado de Fairfax, Virginia, incluyendo el reemplazo del Puente American Legion sobre el río Potomac, hasta el oeste de la MD 5 y a lo largo de la I-270 desde la I-495 hasta el norte de la I-370, incluyendo los ramales este y oeste de la I-270, en los condados de Montgomery y Prince George, Maryland. La Alternativa Preferida, la Alternativa 9 - Fase 1 Sur (mostrada en **azul oscuro** en la **Figura 1** del **ES**), incluye mejoras de construcción únicamente dentro de los límites de la Fase 1 Sur. No hay ninguna acción o no se incluyen mejoras en este momento en la I-495 al este del ramal este de la I-270 a la MD 5 (mostrado en **azul claro** en la **Figura 1**). Aunque la Alternativa Preferida no incluye mejoras en las partes restantes de la I-495 dentro del alcance del Estudio, las mejoras en el resto del sistema interestatal pueden seguir siendo necesarias en el futuro y avanzarían por separado, sujetas a estudios ambientales adicionales, análisis y colaboración con el público, las partes interesadas y las agencias locales.

ES-1: Corredores del Estudio de Carriles de Acceso Controlado de la I-495 y la I-270 - Alternativa Preferida



¿Cuál es el propósito y la necesidad del estudio?

La Declaración de Propósitos y Necesidades sigue siendo la misma presentada en el Capítulo 1 del DEIS y en la Declaración de Propósitos y Necesidades completa en el Apéndice A del DEIS. Sin embargo, a continuación, se reitera el propósito y las necesidades para facilidad del lector.

El propósito del estudio es desarrollar una o varias soluciones de gestión de demanda de viajes que aborden la congestión, mejoren la fiabilidad de los viajes en la I-495 y la I-270 dentro de los límites del estudio y mejoren la movilidad y la conectividad multimodal existente y prevista.

Las necesidades del Estudio son:

- Dar cabida al tráfico existente y al crecimiento del tráfico a largo plazo
- Mejorar la fiabilidad de los viajes
- Proporcionar más opciones de viaje por carretera
- Dar cabida a la Seguridad Nacional
- Mejorar la circulación de bienes y servicios

Se identificaron también dos objetivos para el Estudio, además de la finalidad y las necesidades: (1) el uso de enfoques de financiación alternativos para la viabilidad financiera y (2) la responsabilidad medioambiental. Consulte el Capítulo 1 y el Apéndice A del DEIS para obtener más información sobre el Propósito y la Necesidad del Estudio.

¿Siguen siendo válidos el Propósito y la Necesidad con la Alternativa Preferida?

La identificación de la Alternativa 9 - Fase 1 Sur como la Alternativa Preferida no altera el Propósito y la Necesidad del Estudio. La necesidad general de mejoras en el área de estudio sigue siendo válida, independientemente de las alternativas de construcción evaluadas y de cualquier cambio potencial en los

límites de construcción de una alternativa preferida. Las necesidades declaradas del proyecto, por ejemplo, para acomodar el crecimiento del tráfico existente y a largo plazo, para mejorar la fiabilidad de los viajes, y para proporcionar opciones adicionales de carreteras, siguen siendo necesarias para hacer frente a los desafíos de transporte en el área de estudio. Además, el MDOT SHA sigue considerando los posibles cambios en las tendencias del tráfico y la movilidad como resultado de la pandemia, tal y como se describe en el **Capítulo 3** de este SDEIS, e informará sobre esos resultados en el FEIS.

¿Se abordarán los comentarios del DEIS?

Todos los comentarios sustanciales recibidos sobre el DEIS y el SDEIS serán revisados y respondidos en la FEIS.

Durante el último año, el MDOT SHA y la FHWA han tenido en cuenta los casi 3.000 comentarios recibidos sobre el DEIS y han trabajado con nuestras agencias asociadas y las partes interesadas para abordar muchos de los comentarios comunes recibidos de la siguiente manera:

- Alineación de la Alternativa Preferida y del proceso de obtención de permisos con el enfoque de entrega por fases centrado en solucionar la grave congestión del Puente American Legion como prioridad.
- Prevención y reducción significativa de los impactos sobre la propiedad, la comunidad, el patrimonio histórico, los recursos naturales y los parques.
- Lograr que se eviten todos los desplazamientos residenciales y empresariales.
- Prevención de impactos en el Morningstar Tabernacle No. 88 Moses Hall and Cemetery.
- Identificación de la gestión de las aguas pluviales dentro y fuera de las instalaciones para cumplir con los requisitos reglamentarios.
- Monitoreo y análisis de los impactos de tráfico asociados con la pandemia COVID-19 para entender cualquier impacto en el Estudio.
- Compromiso con las mejoras prioritarias para las bicicletas, los peatones y el tránsito para aumentar las opciones multimodales de viaje dentro de los corredores de estudio.
- Inclusión de viajes con peaje gratuito en la Alternativa Preferida para los Vehículos de Alta Ocupación (HOV, High Occupancy Vehicles) con tres (3) o más usuarios, autobuses de tránsito, viajes compartidos y motociclistas, a fin de reducir la dependencia de los vehículos de ocupación individual y proporcionar opciones de viaje equitativas.

Este esfuerzo fue posible gracias a la amplia coordinación de las agencias y las partes interesadas que se produjo desde la publicación del DEIS en julio de 2020, incluyendo:

- La creación de Grupos de Trabajo de Justicia Económica, de Tránsito y Medioambiental
- Realización de más de 60 reuniones individuales con municipios, organizaciones no gubernamentales, funcionarios electos y comunidades.
- Realización de más de 80 reuniones con agencias reguladoras y de recursos para discutir los comentarios del DEIS, la evitación, la minimización y las oportunidades de mitigación; y
- Realización de más de 60 reuniones presenciales y de oficina con las agencias reguladoras para discutir los impactos en los recursos naturales, la gestión de las aguas pluviales, el aumento de las alcantarillas y la obtención de permisos.

Consulte los **Capítulos 4** y **5** del SDEIS para obtener más detalles sobre los esfuerzos de evitación, minimización y mitigación y el **Capítulo 7** del **SDEIS** para obtener más detalles sobre la coordinación pública y de las agencias.

¿Cómo ha afectado al estudio la pandemia de COVID-19?

La pandemia mundial de COVID-19 causó un profundo impacto en las rutinas diarias de las personas de todo el mundo, afectando a la forma en que los residentes y los viajeros de la Región de la Capital Nacional trabajan, viajan y pasan su tiempo libre. Estos cambios han alterado la demanda de tráfico, el uso del tránsito y los volúmenes de tráfico en todas las carreteras de Maryland, el Distrito de Columbia y Virginia, incluidas la I-495 y la I-270. El MDOT SHA ha estado monitoreando de cerca los cambios en los patrones de tráfico durante la pandemia. Consulte el **SDEIS, Apéndice B** para ver el Plan de Análisis y Monitoreo de Viajes COVID-19. El plan incluye un análisis de sensibilidad que confirmará la necesidad del proyecto y verificará que la Alternativa Preferida proporcionaría beneficios si la demanda futura es menor que la proyectada. Los resultados serán incluidos en la FEIS.

Los datos de tráfico indican una grave caída de los volúmenes de tráfico en abril de 2020 después de que se emitieran órdenes para permanecer en casa en todo Maryland, con volúmenes de tráfico diarios en la I-270 y la I-495 que se redujeron en más del 50 por ciento en comparación con abril de 2019. Con el despliegue de las vacunas a principios de 2021, la correspondiente caída de los casos de COVID-19 y la reapertura gradual de las escuelas y las empresas, los volúmenes de tráfico han seguido recuperándose y han vuelto a más del 90% de lo normal a partir de agosto de 2021. El uso del tránsito ha sido más lento en recuperarse, puesto que el uso de los servicios de la Administración de Tránsito de Maryland (MDOT MTA) del Departamento de Transporte de Maryland sigue siendo aproximadamente un 50% menor en comparación con los niveles prepandémicos a partir de agosto de 2021, según los datos presentados en el sitio web de seguimiento del coronavirus del MDOT.

El Plan de Análisis y Monitoreo de Viajes COVID-19 continuará evaluando las tendencias de transporte y confirmará que los mejoramientos de capacidad propuestos bajo la Alternativa Preferida serían necesarios y efectivos si la demanda futura varía sustancialmente de los pronósticos previos a la pandemia. El MDOT SHA debe asegurarse de que las mejoras en el transporte se desarrollan para satisfacer las necesidades de nuestro Estado no sólo para hoy, sino para los próximos 25 años o más. Debido a que las tendencias de viaje a largo plazo están lejos de estar establecidas y debido a que los datos más recientes sugieren que el tráfico está repuntando cerca de los niveles pre-pandémicos, las proyecciones del SDEIS continúan aplicando modelos que fueron desarrollados y calibrados antes de 2020 para su uso en la evaluación de las condiciones proyectadas para 2045 en este documento. Sin embargo, el MDOT SHA seguirá revisando los nuevos datos a medida que estén disponibles. El análisis de sensibilidad que evalúa varios escenarios hipotéticos relacionados con la futura demanda de tráfico debido a posibles cambios a largo plazo en el teletrabajo, el comercio electrónico y el uso del tránsito como parte del Plan de Análisis y Seguimiento de Viajes COVID-19 (**SDEIS, Apéndice B**) está en curso.

Consulte la **Sección 3.1.4** del **Capítulo 3** y el **Apéndice B** del SDEIS para obtener más detalles sobre el impacto de la pandemia COVID-19 en el estudio. Los resultados se presentarán en la FEIS.

Borrador Suplementario de Declaración de Impacto Ambiental

¿Qué se incluye en el Borrador Suplementario de la Declaración de Impacto Ambiental en comparación con la Declaración de Impacto Ambiental Final?

Este SDEIS ha sido preparado para presentar nueva información relativa a la Alternativa Preferida, Alternativa 9 - Fase 1 Sur. La FHWA y el MDOT SHA han identificado la Alternativa 9 Fase 1 Sur como la Alternativa Preferida.

Este SDEIS suplementa el DEIS existente que fue publicado el 10 de julio de 2020. El SDEIS se limita a centrarse en la nueva información, mientras que hace referencia al DEIS para la información que sigue siendo válida. La documentación detallada de las condiciones existentes, las metodologías, las

evaluaciones de los efectos de las alternativas de construcción del DEIS, y la mitigación conceptual, cuando sea aplicable, se incluyen en los informes técnicos del Estudio anexos al DEIS (Apéndices A a la S) y están disponibles a través del sitio web del Programa (https://495-270-p3.com/deis/#DEIS).

El SDEIS presenta una descripción de la Alternativa Preferida, así como el análisis de tráfico asociado junto con los impactos permanentes y temporales asociados a la Alternativa Preferida. Con el avance de la Alternativa Preferida, ha continuado la coordinación con las agencias de recursos sobre la evitación, minimización y mitigación conceptual. El SDEIS describe los esfuerzos actuales para evitar, minimizar y mitigar los impactos desde la publicación del DEIS en julio de 2020 hasta el verano de 2021. La mitigación y los compromisos finales se incluirán en el Registro de Decisión (ROD, Record of Decision).

El SDEIS está disponible para que los ciudadanos interesados, los funcionarios electos, las agencias gubernamentales, las empresas y otras partes interesadas puedan revisar y comentar la Alternativa Preferida durante un período de comentarios de 45 días y durante una consulta pública virtual el 1 de noviembre de 2021 (consulte oplanesmd.com/SDEIS para obtener los últimos detalles sobre la consulta pública virtual).

Tras la difusión del SDEIS y la revisión y consideración de los comentarios recibidos, se elaborará una FEIS. La FEIS se centrará en cualquier análisis adicional y en el perfeccionamiento de los datos, así como en la respuesta a los comentarios sustanciales recibidos sobre el DEIS y el SDEIS. Los análisis adicionales o finales que se presentarán en la FEIS incluyen:

- Evaluación de Impactos Visuales final para la Alternativa Preferida, incluyendo representaciones y mitigación final.
- Análisis de Calidad del Aire final para la Alternativa Preferida incluyendo CO, MSATs, Emisiones de Gases de Efecto Invernadero e impactos de calidad del aire relacionados con la construcción.
- Evaluación de la Sección 4(f) final con el Análisis del Menor Daño Global final.
- Análisis de Justicia Ambiental (EJ) final que incluye la consideración de la mitigación, la comparación de los efectos adversos de la Alternativa Preferida dentro de las poblaciones EJ con los efectos adversos dentro de una comunidad de referencia de población no EJ y la conclusión final de si se producirían efectos desproporcionadamente altos y adversos.
- Paquete de Mitigación final incluyendo todas las medidas finales para mitigar los impactos inevitables para todos los recursos identificados a través de la coordinación con las agencias jurisdiccionales.
- Declaración de Conclusiones sobre Humedales e Inundaciones final que identifica la mitigación final de los impactos en los humedales y en la llanura de inundación en la propiedad del Servicio de Parques Nacionales.
- Solicitud Conjunta Federal/Estatal final y documentación de apoyo para la alteración de cualquier llanura aluvial, vía fluvial, humedal mareal o no mareal.

¿Cuál es el formato del SDEIS?

El formato del SDEIS sigue el mismo formato que el DEIS del 10 de julio de 2020 y contiene diez capítulos.

- El **Capítulo 1** presenta el Propósito y la Necesidad del Estudio, el cual no se ha modificado con respecto al DEIS, pero se repite para facilitar al lector. Este capítulo está respaldado por la

Declaración de Propósito y Necesidad (**DEIS, Apéndice A**, https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf).

- El **Capítulo 2** presenta una descripción de la Alternativa Preferida. También describe otros elementos comunes de la Alternativa Preferida como los límites de interferencia (LOD, limits of disturbance),[1] acceso a carriles controlados, gestión de aguas pluviales, alcantarillas, construcción y efectos a corto plazo, elementos de tránsito, consideraciones para peatones y bicicletas, y peaje.
- El **Capítulo 3** presenta los resultados de los análisis operativos de tráfico realizados para la Alternativa de No Construir 2045 y la Alternativa Preferida. También discute cómo se consideran los efectos de la pandemia en el análisis de tráfico, así como los efectos en las redes de carreteras locales. Este capítulo está respaldado por el *Memorando de Evaluación del Tráfico - Alternativa 9: Fase 1 Sur* en el **SDEIS, Apéndice A**.
- El **Capítulo 4** presenta los impactos permanentes y temporales asociados a la Alternativa Preferida. También ofrece una actualización de las medidas para evitar, minimizar y mitigar los posibles efectos ambientales, donde corresponda. La mitigación final se incluirá en la FEIS.
- El **Capítulo 5** presenta el Borrador Actualizado de la Evaluación de la Sección 4(f), que actualiza los usos potenciales de la Sección 4(f) y la mitigación asociada con la Alternativa Preferida a parques públicos significativos, áreas recreativas y propiedades históricas en cumplimiento de la Sección 4(f) de la Ley del Departamento de Transporte de los Estados Unidos (USDOT) de 1966. Este capítulo es un suplemento del Borrador de la Evaluación de la Sección 4(f) (DEIS, **Apéndice F**, https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf).
- El **Capítulo 6** reconoce que el 20 de enero de 2021, la Orden *Ejecutiva 13807: Estableciendo Disciplina y Responsabilidad en la Revisión Ambiental y los Procesos de Permiso para Proyectos de Infraestructura,* fue revocada en la *Orden Ejecutiva 13990: Protegiendo la Salud Pública y el Medioambiente y Reestableciendo la Ciencia para Hacer Frente a la Crisis Climática.*
- El **Capítulo 7** presenta un resumen del alcance público y la coordinación de las agencias para el Estudio que se ha producido, desde la publicación del DEIS en julio de 2020 hasta el verano de 2021.
- El **Capítulo 8** presenta la Lista de Preparadores del SDEIS.
- El **Capítulo 9** presenta la Lista de Distribución de las agencias, organizaciones y personas a las que se facilitó el SDEIS para su revisión y comentario, así como información sobre la disponibilidad pública del SDEIS.
- El capítulo 10 presenta las referencias para el SDEIS.

El SDEIS se centra en la nueva información relacionada con la Alternativa Preferida. El SDEIS completo y los apéndices de apoyo se pueden encontrar en el sitio web del Programa: oplanesmd.com/SDEIS. La información existente en el DEIS de julio de 2020 que no ha cambiado no se repetirá en el SDEIS, pero el DEIS y los análisis técnicos de apoyo están disponibles para su revisión y referencia en el sitio web del Programa: https://495-270-p3.com/deis/.

[1] Los límites de interferencia están en el límite propuesto en el que toda construcción, andamiaje, materiales de almacenamiento, nivelado, limpieza, control de erosión y sedimentación, paisajismo, drenaje, manejo de aguas pluviales, reemplazo/construcción de barreras de sonido y actividades relacionadas ocurrirían.

¿Cuáles son las formas de comentar el SDEIS?

La FHWA y el MDOT SHA invitan a los funcionarios electos interesados, a los gobiernos estatales y locales, a otras agencias federales, a los gobiernos tribales de los nativos americanos, a las organizaciones y a los miembros del público a presentar sus comentarios sobre el SDEIS. El SDEIS para el Estudio y los reportes técnicos pueden ser vistos y descargados del sitio web del proyecto en: oplanesmd.com/SDEIS.

El periodo de comentarios públicos se abre el 1 de octubre de 2021 y continuará hasta el 15 de noviembre de 2021. *Los comentarios por escrito y verbales tendrán la misma consideración.* El MDOT SHA y la FHWA revisarán todos los comentarios, y considerarán y responderán a todos los comentarios sustanciales recibidos o estampillados antes de esa fecha en la preparación del FEIS. Los comentarios recibidos o estampillados después de esa fecha serán revisados y considerados en la medida de lo posible. El 1 de noviembre de 2021 se celebrará una consulta pública virtual. Consulte oplanesmd.com/SDEIS para obtener la información más reciente sobre los detalles de la consulta pública.

Los comentarios sobre la SDEIS se pueden realizar de las siguientes maneras:

- Testimonio oral en la Consulta Pública virtual, el 1 de noviembre de 2021
- Formulario de comentarios sobre el SDEIS en oplanesmd.com/SDEIS
- Correo electrónico a MLS-NEPA-P3@mdot.maryland.gov
- Cartas a Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Llame al 855-432-1483 y deje un mensaje de voz limitado a tres minutos

Alternativas

¿Cuál es la Alternativa Preferida?

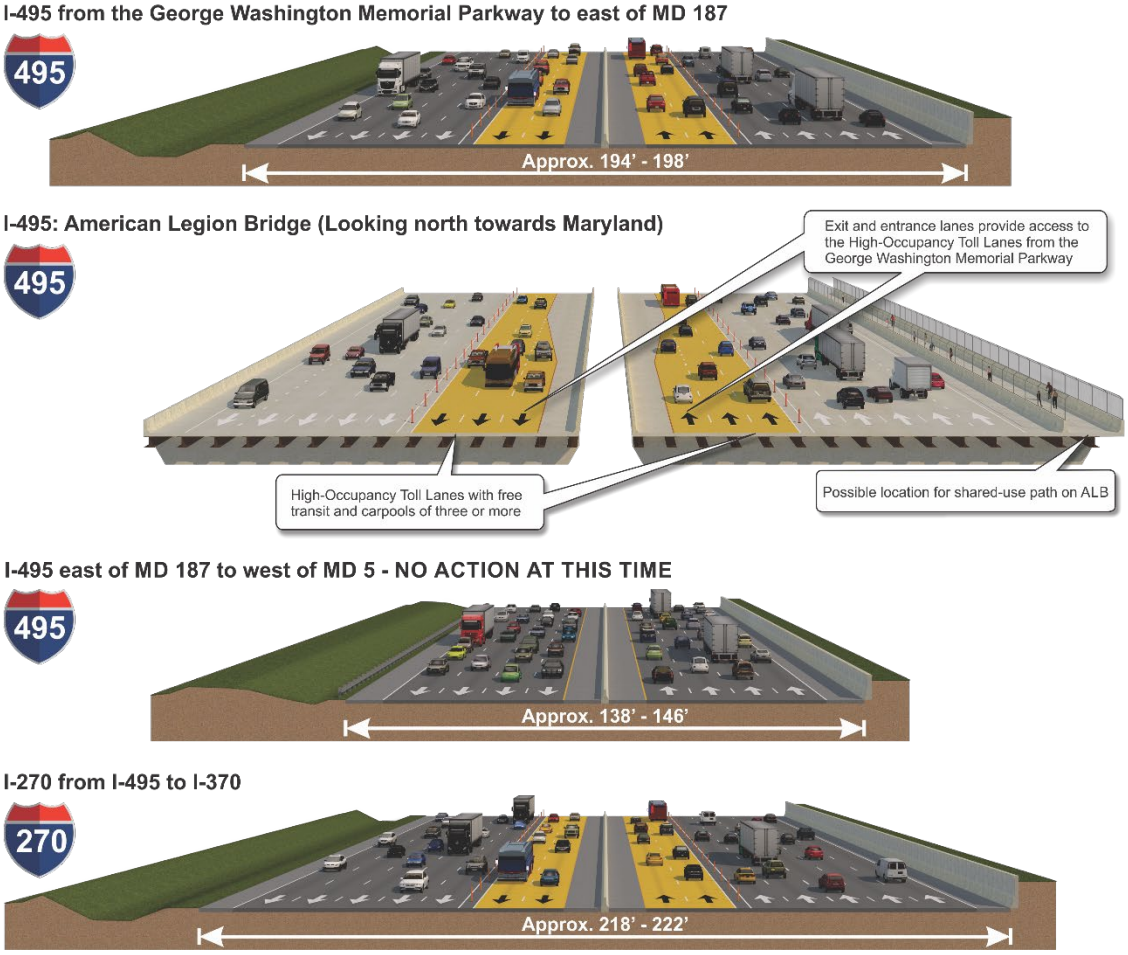
En enero de 2021, la Alternativa 9 fue anunciada como la Alternativa Preferida Recomendada por el MDOT SHA, basándose en los resultados de los análisis de tráfico, ingeniería, financieros y ambientales, así como en los comentarios del público. Después de varios meses de coordinar y escuchar a las agencias y partes interesadas en relación con la Alternativa 9 como la Alternativa Preferida Recomendada, el MDOT SHA decidió alinear el Estudio para ser consistente con el enfoque de entrega y permisos por etapas determinado previamente, que se centró en la Fase 1 Sur solamente. Como resultado, la FHWA y el MDOT SHA identificaron una nueva Alternativa Preferida Recomendada: Alternativa 9 - Fase 1 Sur. La Alternativa 9 - Fase 1 Sur incluye las mismas mejoras propuestas como parte de la Alternativa 9 pero limitadas a los límites de la Fase 1 Sur solamente **(Figura ES-1**). Esta Alternativa Preferida fue identificada después de la coordinación con las agencias de recursos, el público y las partes interesadas para responder directamente a los comentarios recibidos en el DEIS, y para alinear la aprobación de la NEPA con el enfoque de entrega por fases del proyecto y permisos del Programa P3. La FHWA y las Agencias Cooperantes[2] acordaron la Alternativa 9 - Fase 1 Sur como la Alternativa Preferida en junio de 2021.

La Alternativa Preferida incluye una red de carriles de peaje de alta ocupación (HOT, High Occupancy Toll) de dos carriles en la I-495 y la I-270 dentro de los límites de la Fase 1 Sur únicamente **(Figura ES 2**). En la I-495, la Alternativa Preferida consiste en añadir dos carriles nuevos de peaje en cada dirección desde la George Washington Memorial Parkway hasta el este de la MD 187. En la I-270, la alternativa preferida consiste en convertir el carril HOV existente en cada dirección en un carril de acceso controlado HOT y añadir un nuevo carril de acceso controlado HOT en cada dirección en la I-270 desde la I-495 hasta el norte de la I-370 y en los ramales este y oeste de la I-270. No hay ninguna acción, o no se incluyen mejoras en

[2] El NCPC y el M-NCPPC no coincidieron en la Alternativa Preferida.

este momento en la I-495 al este del ramal este de la I-270 hasta la MD 5. A lo largo de la I-270, los carriles colectores-distribuidores (C-D) existentes desde Montrose Road hasta la I-370 se eliminarían como parte de las mejoras propuestas. Los carriles de acceso controlado se separarían de los carriles de uso general mediante pilones colocados dentro de una franja de protección de cuatro pies de ancho. Los autobuses de tránsito y los vehículos HOV 3+ podrán utilizar los carriles de acceso controlado sin peaje.

Figure ES-1: Alternativa 9 - Secciones Típicas de la Fase 1 Sur (Carriles de Acceso Controlado HOT mostrados en amarillo)



¿Qué componentes de tránsito se incluyen en la Alternativa Preferida?

Mientras que las alternativas de tránsito independientes no cumplen con el Propósito y Necesidad del Estudio, la Alternativa Preferida incluye elementos de tránsito consistentes con el propósito del proyecto de mejorar la movilidad y conectividad multimodal existente y planificada. (Consulte el **Capítulo 2, sección 2.3.7** para obtener más detalles sobre los elementos relacionados con el tránsito de la alternativa preferida). Para promover esta consideración clave y para responder a los comentarios del público y de los organismos recibidos hasta la fecha, el MDOT SHA ha identificado oportunidades para mejorar la movilidad y la conectividad del tránsito dentro de la Alternativa Preferida. Esto incluye los siguientes elementos:

- Permitir el uso del tránsito de autobuses en los carriles de acceso controlado HOT libre de peaje para proporcionar un aumento en la velocidad de los viajes, la garantía de un viaje fiable, y la conexión con el servicio de autobús local/sistemas en las arterias que conectan directamente con la actividad urbana y suburbana y los centros económicos.

- Facilitar las conexiones directas e indirectas desde los carriles de acceso controlado HOT propuestos hasta las estaciones de tránsito existentes y el desarrollo orientado al transporte previsto en el metro de Shady Grove (I-370), el metro de Twinbrook (Wootton Parkway), el Centro de Tránsito de Montgomery Mall (Westlake Terrace) y el metro de Medical Center (MD 187).
- Las mejoras del tránsito regional para potenciar el tránsito existente y planificado y apoyar nuevas oportunidades de servicio de tránsito regional forman parte de la Alternativa Preferida e incluyen:
    - Construcción de nuevas bahías para autobuses en la Estación de Metros de Shady Grove de la WMATA
    - Mayor capacidad en el estacionamiento disuasorio de Westfield Montgomery Mall

Los elementos de tránsito también fueron considerados por el Grupo de Trabajo de Tránsito y el estudio conjunto I-495/ Puente American Legion Tránsito/Gestión de la Demanda de Transporte (TDM) por el Departamento de Senderos y Transporte Público de Virginia y la Administración de Tránsito de Maryland del Departamento de Transporte de Maryland. Ambas iniciativas dieron lugar a informes.

El *Reporte de Coordinación del Servicio de Tránsito* completado en coordinación con el Grupo de Trabajo de Tránsito se puso a disposición del público en junio de 2020 en el sitio web del Programa P3 (https://495-270-p3.com/transit-benefits/) y se está utilizando para informar a los condados afectados y a los proveedores de tránsito sobre las importantes oportunidades de tránsito que ofrecen los carriles de acceso controlado, tales como las estrategias para maximizar los beneficios de la confiabilidad y la velocidad; proporcionar una base para la evaluación y priorización de las futuras necesidades de capital y de operación en el área de servicio; e iniciar las discusiones sobre las formas de incorporar los servicios de tránsito regional en el Programa P3.

El *Reporte y Plan Final de Tránsito/TDM de la I-495/ALB* fue completado en marzo de 2021 y fue publicado en línea (http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf) Identificó una serie de paquetes potenciales de inversión para proveer nuevas opciones de movilidad para el servicio de viajes biestatales. Cada paquete describía una combinación de elementos de servicio de tránsito, mejoras tecnológicas, programas de asistencia a los viajeros y necesidades de estacionamiento. Los paquetes de inversión ofrecían opciones para trasladar a más personas a través del Puente American Legion (ALB) en menos vehículos.

¿Qué compromisos adicionales de tránsito se han asumido a través del acuerdo P3?

El 11 de agosto de 2021, de acuerdo con la ley de Maryland, el MDOT y la MDTA presentaron y recibieron la aprobación del Consejo de Obras Públicas para adjudicar el Acuerdo P3 de la Fase 1 al Proponente Seleccionado para el trabajo de predesarrollo relacionado con la Fase 1 Sur del Programa P3. Como parte de su propuesta, el Desarrollador de la Fase se ha comprometido a proporcionar un estimado de 300 millones de dólares para los servicios de tránsito en el condado de Montgomery durante el plazo de funcionamiento de la Fase 1 Sur.

Para apoyar aún más los servicios de tránsito, el MDOT se ha comprometido, tras el cierre financiero del Acuerdo de la Sección P3 para la Fase 1 Sur, a financiar no menos de 60 millones de dólares para el diseño y la obtención de permisos de las inversiones de tránsito de alta prioridad en el condado de Montgomery, como la Fase I del Corridor Cities Transitway, el Bus Rapid Transit en el Corredor MD 355, u otros proyectos de alta prioridad, y para construir y equipar la Instalación de Operaciones y Mantenimiento de Autobuses de Metropolitan Grove.

¿La sustitución del Puente American Legion forma parte del Estudio de Carriles de Acceso Controlado?

Sí, la Alternativa Preferida incluye la sustitución completa del Puente American Legion (ALB) por un puente nuevo y más ancho (no la ampliación del puente existente) para dar cabida a los dos carriles HOT en cada dirección. El puente existente tiene casi 60 años y tendría que ser sustituido en algún momento de la próxima década, independientemente de este Estudio. El nuevo puente se construiría en fases para mantener el mismo número de carriles existentes en todo momento durante la construcción. El nuevo puente se sustituirá en la misma ubicación actual.

El ALB reconstruido incluirá un camino de uso compartido para proporcionar una conexión ciclista y peatonal entre Virginia y Maryland. Consulte el **SDEIS, Capítulo 2**, **Sección 2.3.8**, para conocer las opciones de camino de uso compartido que se están considerando.

¿Aborda la Alternativa Preferida la gestión de las aguas pluviales?

Sí, se realizó un análisis preliminar y conceptual de la gestión de las aguas pluviales (SWM, Stormwater Management) para la alternativa preferida y se utilizó para ayudar a determinar el LOD. (Consulte el **Capítulo 2, Sección 2.3.2** de este documento para obtener más detalles). De acuerdo con la Ley de Gestión de Aguas Pluviales de Maryland de 2007, el MDOT SHA se asegurará de que se cumplan los requisitos de cantidad y calidad del agua de SWM, y de que el tratamiento se realice y mejore las condiciones actuales, tal como lo exige la Ley de SWM.

Para la Alternativa Preferida, el requisito de gestión de la cantidad de agua se cumplirá dentro de cada segmento de drenaje, excepto uno: el segmento de drenaje del ALB. De acuerdo con la normativa habitual, se podría conceder una exención cuantitativa para el ALB debido a la descarga directa en el río Potomac, una vía fluvial importante.

En cuanto a los requisitos de calidad del agua, la alternativa preferida cumplirá con los requisitos de diseño ambiental del sitio (ESD, Environmental Site Design) en la mayor medida posible (MEP, Maxium Extent Practicable) en el sitio. Sin embargo, debido a la cantidad de superficie impermeable que requiere tratamiento y a las limitaciones existentes en el emplazamiento, no se pudo proporcionar la cantidad total de calidad de agua requerida en todos los segmentos de drenaje. Para aquellos segmentos de drenaje en los que la calidad del agua no pudo ser atendida en el sitio, el déficit se cubrirá mediante la gestión compensatoria de las aguas pluviales dentro de la misma cuenca hidrográfica, tal y como se define en las Directrices y Procedimientos sobre Sedimentos y Aguas Pluviales (SSGP, Sediment and Stormwater Guidelines and Procedures) del MDOT SHA, Sección 5.5. Basándose en los resultados de un análisis de la gestión compensatoria de las aguas pluviales fuera del emplazamiento, se identificaron numerosos emplazamientos potenciales de calidad del agua para cumplir y superar el tratamiento completo del área impermeable (IAT, Impervious Area Treatment) requerido para la Alternativa Preferida. (Consulte el **Capítulo 2, Sección 2.3.2** y el **SDEIS, Apéndice C**, para obtener más detalles sobre la gestión compensatoria de las aguas pluviales).

¿Qué pasa con las mejoras que se estudiaron para la I-495, al este del ramal este de la I-270 hasta la MD 5?

Aunque la Alternativa Preferida no incluye mejoras en las partes restantes de la I-495 dentro de los límites del Estudio, es posible que en el futuro se necesiten mejoras en el resto del sistema interestatal. Cualquier mejora de este tipo avanzaría por separado, y estaría sujeta a estudios ambientales adicionales, análisis y colaboración con el público, las partes interesadas y las agencias locales.

Peaje

¿Por qué los nuevos carriles deben ser de peaje y por qué el Estado necesita un desarrollador para construirlos?

El Estado de Maryland no dispone de fondos para construir mejoras de esta magnitud con un coste estimado de aproximadamente 3.000 a 3.500 millones de dólares como coste estimado de las mejoras de la Fase 1 Sur. Además, incluso con los peajes para devolver los préstamos, el Estado no tiene suficiente capacidad de fianza para pedir préstamos para pagar las mejoras. Por lo tanto, el Estado ha seleccionado un desarrollador de fase a través de un proceso competitivo y ha entrado en un acuerdo de Fase P3 por el que el desarrollador diseñará, construirá, financiará, operará y mantendrá los carriles gestionados durante un período de tiempo utilizando los ingresos de los peajes. El MDOT SHA seguiría siendo el propietario de todos los carriles de la I-495 y la I-270 y se aseguraría de que la autopista cumple su función de transporte prevista.

¿Cómo se fijarán las tarifas de peaje?

El proceso de fijación de las tarifas de peaje está dirigido por el MDTA. Es la única entidad estatal con autoridad para establecer, revisar y fijar las tarifas de peaje de acuerdo con el Artículo de Transporte §4-312 del Código Anotado de Maryland y el COMAR Título 11 del Departamento de Transporte, Subtítulo 07 de la MDTA, Capítulo 05 de la Notificación Pública de las Revisiones de los Horarios de Peaje (11.07.05). La MDTA es responsable de establecer los rangos de las tarifas de peaje y de llevar a cabo las operaciones de cobro de peaje para los límites de la Fase 1 Sur.

El proceso de fijación de la gama de tarifas de peaje se centra en una propuesta del personal del MDTA para establecer tarifas de peaje mínimas, tarifas de peaje máximas, topes de tarifas blandas dentro de las gamas de tarifas de peaje mínimas y máximas, un proceso de escalada de peaje anual y descuentos de peaje para determinados tipos de vehículos.

El proceso para llevar a cabo las audiencias públicas y registrar los comentarios del público se especifica en el Artículo de Transporte, §4-312, Código Anotado de Maryland. La propuesta inicial se presentó a la Junta del MDTA el 20 de mayo de 2021. De acuerdo con el proceso, la Junta votó a favor de llevar la propuesta de peaje a audiencias públicas y a un período de comentarios públicos, garantizando así la participación del público en el proceso de fijación de la gama de tarifas de peaje y cumpliendo con la ley estatal al proporcionar oportunidades para la revisión y los comentarios del público.

Las consultas públicas se realizaron los días 12 y 14 de julio de 2021 y todo el material de las consultas públicas, incluida la información y los estudios utilizados en el análisis para justificar la propuesta de la gama de tarifas de peaje, se publicaron en el sitio web del MDTA y siguen estando a disposición del público en https://mdta.maryland.gov/ALB270TollSetting. El periodo de comentarios duró desde el 20 de mayo hasta el 12 de agosto de 2021. En la reunión de la Junta Directiva del MDTA del 26 de agosto de 2021, el personal del MDTA presentó un resumen y un análisis de los comentarios públicos recibidos en las audiencias públicas. Además, respondieron a las preguntas de los miembros de la Junta. Un resumen de los comentarios públicos recibidos y el análisis de los mismos está disponible en la página web del MDTA en mdta.maryland.gov/ALB270TollSetting/PublicParticipation.

Después de considerar los comentarios del público, en la reunión de la Junta Directiva del MDTA del 30 de septiembre de 2021, el personal de la MDTA presentó la propuesta final del rango de tarifas de peaje. Este rango final de tarifas de peaje será la acción recomendada para la Junta y está disponible en la página web del MDTA en mdta.maryland.gov/ALB270TollSetting.

¿Cuáles podrían ser las tarifas de peaje?

En lugar de centrarse únicamente en los ingresos, la Alternativa Preferida se diseñará para mantener velocidades de 45 millas por hora o más en los carriles de peaje de alta ocupación HOT (High Occupancy Toll). El objetivo de los carriles HOT es mantener un tráfico fluido y utilizar los factores de fijación de precios para influir en el flujo de tráfico. Como tal, el rango de la tarifa de peaje se establecerá para asegurar que los carriles HOT operen con las métricas operativas establecidas, que aplican los principios económicos de la oferta y la demanda para influir en la utilización de los carriles HOT. El Desarrollador de la Sección de la Fase 1 será responsable de fijar las tarifas de peaje dentro de los rangos de tarifas de peaje establecidos, si se aprueban al final del proceso de fijación de rangos de tarifas de peaje.

Los rangos de tarifas de peaje propuestos para los límites de la Alternativa Preferida - Fase 1 Sur están disponibles en el sitio web de la MDTA en http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal. Los rangos de tarifas de peaje consistirán en tarifas de peaje mínimas, topes de tarifas de peaje suaves y tarifas de peaje máximas para los carriles HOT. Las tarifas también incluirán factores de escalada anual para asegurar que los rangos de tarifas de peaje sean adecuados para cubrir todo el plazo de los acuerdos del Programa P3 (que se prevé que sea de 50 años). Las tarifas de peaje se establecerán de forma dinámica, lo que significa que podrían cambiar hasta cada cinco minutos según el volumen de tráfico o la velocidad en los carriles HOT para proporcionar a los clientes que decidan utilizar los carriles HOT y pagar un peaje, un viaje más rápido y fiable. Las tarifas de peaje reales cambiarán según el tráfico en tiempo real dentro de cada segmento de peaje.

Transporte y tráfico

¿Qué análisis de tráfico fue actualizado para el SDEIS?

El análisis de tráfico se actualizó de un año de diseño de 2040 a un año de diseño de 2045 para las Alternativas de No Construir y Preferidas utilizando proyecciones de volumen de tráfico de una versión actualizada del modelo de proyección regional del MWCOG, Versión 2.3.75. El DEIS utilizó una versión anterior del modelo del MWCOG, la versión 2.3.71, que era la última versión del modelo disponible cuando se inició el Estudio y sólo proyectaba la demanda de tráfico hasta el año 2040.

Para las condiciones futuras de tráfico, la Alternativa Preferida fue evaluada y comparada con la condición de No Construir utilizando las proyecciones actualizadas de 2045 para varias métricas operativas clave, incluyendo: velocidad, retraso, tiempo de viaje, nivel de servicio, rendimiento y el efecto en la red local. Estos parámetros son los mismos utilizados en el DEIS para evaluar y comparar las alternativas. Consulte el **Capítulo 3** de este SDEIS y el **Apéndice A** del **SDEIS** para obtener más detalles.

El **SDEIS, Capítulo 3**, también aborda cómo el MDOT SHA está considerando los efectos de la pandemia COVID-19 en la demanda y las proyecciones de tráfico. Consulte la **Sección 3.1.4** del **Capítulo 3** y el **Apéndice B** del **SDEIS** para obtener más detalles.

¿Cuáles son los resultados de los análisis operativos de tráfico?

Los resultados de la evaluación operativa del tráfico en el año de diseño 2045 para la Alternativa de No Construir y la Alternativa Preferida se resumen a continuación y se presentan en el **Capítulo 3** de este SDEIS y **SDEIS, Apéndice A**.

La **Alternativa de No Construir** no resolvería ninguno de los problemas operativos significativos experimentados bajo las condiciones existentes. No podría adaptarse al crecimiento del tráfico a largo plazo, lo que daría lugar a velocidades de viaje lentas, retrasos significativos, largos tiempos de viaje y una red poco fiable. En comparación con los resultados de 2040 de No Construir presentados en el DEIS, los

resultados de 2045 de No Construir muestran mayores retrasos y tiempos de viaje en la I-495 y la I-270 debido al crecimiento adicional del tráfico proyectado entre 2040 y 2045. Este crecimiento del tráfico se anticipa a pesar de los proyectos de tránsito adicionales incluidos en la proyección de 2045 que ayudan a reducir ligeramente los retrasos proyectados en la red de carreteras locales circundantes.

Se prevé que la **Alternativa Preferida** proporcione beneficios operativos tangibles al sistema a pesar de que no incluye ninguna acción o ninguna mejora para una gran parte del área de estudio para evitar y minimizar los impactos. Esta alternativa aumentaría significativamente el rendimiento a través del Puente American Legion y en la sección sur de la I-270, reduciendo al mismo tiempo la congestión. También aumentaría la velocidad, mejoraría la fiabilidad y reduciría los tiempos de viaje y los retrasos a lo largo de la mayoría de la I-495, la I-270 y la red de carreteras circundantes en comparación con la Alternativa de No Construir. Aunque la Alternativa Preferida proporciona una menor mejora en las operaciones de tráfico en comparación con las Alternativas de Construcción, que incluían los límites completos de estudio de 48 millas evaluados en el DEIS (como las Alternativas 9 y 10), fue elegida en parte por los comentarios del público y de las partes interesadas que indicaron una fuerte preferencia por la eliminación de los impactos sobre la propiedad y el medio ambiente en la parte superior y este de la I-495. La congestión estaría presente durante las horas pico de la tarde en la I-270 en dirección norte y en el bucle interior de la I-495 en el año de diseño de 2045 debido a los cuellos de botella que se producen fuera de los límites de la Alternativa Preferida.

El FEIS y la Aprobación del Punto de Acceso Interestatal (IAPA), que es una aprobación de la FHWA para garantizar la seguridad, las operaciones y la aceptabilidad de la ingeniería en el sistema interestatal, incluirán una evaluación más detallada de la futura línea principal y los impactos operativos localizados de la Alternativa Preferida. Se evaluarán las oportunidades de abordar aún más la seguridad y las operaciones en la Alternativa Seleccionada después de la conclusión de la NEPA y durante el diseño final.

En general, la Alternativa Preferida proporciona beneficios operativos tangibles que serían significativamente mejores que la de No Construir.

Recursos ambientales, consecuencias y mitigación

¿Cuáles son los efectos de la Alternativa Preferida sobre los Recursos Ambientales?

Las consecuencias medioambientales presentadas en el **Capítulo 4** se describen para la Alternativa Preferida. Desde el DEIS, el diseño ha avanzado en la Alternativa Preferida. Los efectos permanentes o a largo plazo y temporales o a corto plazo relacionados con la construcción se cuantifican y se presentan en este SDEIS. El resumen de los efectos ambientales de la Alternativa Preferida se presenta en la **Tabla ES-1**.

Tabla ES-1: Resumen de los impactos cuantificables de la Alternativa Preferida

Recurso	Permanente[1]	Temporal[1]	Total[1]
Total de impactos potenciales en las propiedades del parque (acres)	21.0	15.1	**36.1**
Derecho de paso total requerido[2] (acres)	97.2	18.7	**115.9**
Número de propiedades directamente afectadas (recuento)	-	-	**501**
Número de reubicaciones residenciales (recuento)	-	-	**0**
Número de reubicaciones de empresas (recuento)	-	-	**0**
Número de inmuebles históricos con efectos adversos[3] (recuento)	-	-	**11**
Zonas sensibles al ruido afectadas (recuento)	-	-	**49**
Lugares de interés para materiales peligrosos (recuento)	-	-	**255**
Humedales de interés especial para el Estado (acres)	0	0	**0**

Humedales[4] (acres)	3.7	0.6	**4.3**
Humedal de 25 pies de amortiguación[4] (acres)	6.5	0.6	**7.1**
Vías fluviales[4] (pies cuadrados)	673,757	343,945	**1,017,702**
Vías fluviales[4] (pies lineales)	43,852	2,701	**46,553**
Captaciones de nivel II (acres)	0	0	**0**
Llanura de inundación de 100 años (acres)	33.7	15.1	**48.8**
Dosel forestal (acres)	479.6	20.3[5]	**500.1**
Hábitat de especies raras, amenazadas y en peligro (acres)	33.4	23.0	**56.4**
Área de revisión del proyecto de especies sensibles (acres)	24.5	20.0	**44.5**
Áreas únicas y sensibles (acres)	139.2	29.4	**168.5**

Notas: Los impactos en esta tabla corresponden a las mejoras de la línea principal para la Alternativa Preferida. Cualquier impacto asociado a la gestión compensatoria de las aguas pluviales es preliminar y se discute en el SDEIS, Apéndice C.

[1] Todos los valores están redondeados a la décima.

[2] El derecho de paso se basa en la investigación de los registros del Estado y se completa con el derecho de paso del condado, según sea necesario.

[3] Consulte la Sección 4.7 del Capítulo 4 para obtener más detalles sobre los efectos en los inmuebles históricos.

[4] Consulte la **Tabla 4-25, Sección 4.12** para obtener más detalles sobre los impactos en los humedales y las vías fluviales.

[5] Los impactos temporales en el dosel forestal consisten en la tala de bosques en áreas que no serán adquiridas o alteradas permanentemente por la construcción de la carretera. Se replantará en estas zonas. Se evitarán y minimizarán los impactos y se maximizará la replantación dentro del corredor según se determine en el diseño final.

***Texto en azul* = Corregido para que corresponda con la Tabla 4-1, Página 4-3 (11/10/21)**

¿Qué posibilidades de evitar y minimizar los efectos sobre los recursos medioambientales se han tenido en cuenta?

Desde la publicación del DEIS, las oportunidades de evitar y minimizar inmuebles históricos, parques, humedales, zonas de amortiguación de humedales, vías fluviales, bosques y la llanura de inundación de 100 años de la Agencia Federal de Gestión de Emergencias han avanzado gracias a una amplia coordinación con las agencias reguladoras y de recursos. La alternativa preferida, con mejoras de construcción sólo dentro de los límites de la Fase 1 Sur, evita más de 100 acres de parques y cientos de humedales y arroyos. Los impactos asociados con la Alternativa Preferida se evitaron y minimizaron en la mayor medida posible en todas las áreas en esta etapa preliminar del Estudio, y las técnicas de evitación y minimización se refinaron específicamente en algunas áreas de recursos sensibles o de valor recreativo, como las propiedades del parque NPS alrededor del Puente American Legion. Consulte los **Capítulos 2, 4 y 5** de este documento para obtener más detalles. El esfuerzo por evitar, minimizar y mitigar los impactos continuará a través de la coordinación continua y futura con las agencias reguladoras y de recursos aplicables. La evitación, minimización y mitigación definitivas se documentarán en la FEIS.

¿Qué esfuerzos de minimización se han incorporado a la Alternativa Preferida LOD en la propiedad de Morningstar Tabernacle No. 88 Moses Hall and Cemetery?

En respuesta a los comentarios del público, de las agencias y de las partes interesadas después de la publicación del DEIS, el MDOT SHA refinó el LOD en la propiedad del Morningstar Tabernacle No. 88 Moses Hall and Cemetery. A finales del invierno de 2021, los impactos en el Morningstar Cemetery se redujeron de 0.3 acres (13,068 pies cuadrados) reportados en el DEIS para la Alternativa 9 a aproximadamente 14 pies cuadrados de área temporal necesaria para la construcción de una barrera contra el ruido adyacente a la propiedad. También se evitó la alteración del terreno dentro del límite del cementerio. La reducción fue en respuesta a los comentarios del público y de las agencias y fue el resultado de las modificaciones de diseño, incluyendo cambios en la configuración de la rampa de intercambio de Cabin John Parkway, para minimizar los impactos en la propiedad del cementerio. En el verano de 2021, se llevó a cabo una

investigación adicional para detectar y mapear las posibles tumbas marcadas y no marcadas dentro y adyacentes al límite del Morningstar Cemetery. Se realizaron nuevos ajustes de diseño en respuesta a los resultados de esta investigación y se ha logrado evitar por completo la propiedad del Morningstar Cemetery.

¿Qué esfuerzos de minimización se han incorporado a la Alternativa Preferida LOD en las propiedades del parque y los recursos asociados alrededor del Puente American Legion?

Los esfuerzos de evitación y minimización más significativos desde el Borrador de la Evaluación de la Sección 4(f) y el DEIS se centraron en torno al ALB. El MDOT SHA y la FHWA se reunieron con el NPS el 8 de diciembre de 2020, para discutir el LOD en las cercanías del ALB que se presentó en la DEIS. El NPS solicitó que el MDOT SHA reevalúe el LOD en las cercanías del ALB para limitar los impactos en los terrenos del NPS y sus recursos naturales. El MDOT SHA convocó un " Equipo de Acción ALB " compuesto por expertos nacionales y locales en diseño de puentes, recursos naturales y recursos culturales a los que se les encomendó la siguiente misión:

Desarrollar y evaluar alternativas para la sustitución del ALB con el fin de evitar los impactos, en la mayor medida posible, y reducir los impactos globales en acres a las unidades del C&O Canal National Historic Park y George Washington Memorial Parkway del NPS

El Equipo de Acción ALB consideró los enfoques de construcción de puentes para determinar si alguno de ellos podría limitar aún más el LOD. El Equipo de Acción ALB llevó a cabo una investigación detallada sobre un enfoque de construcción de segmentos de arriba hacia abajo; un enfoque de cableado de arriba hacia abajo; y un enfoque de construcción de puente deslizado en su lugar. Además, tras el análisis de campo y la revisión de la información disponible, el MDOT SHA y el Equipo de Acción ALB determinaron que el acceso al sitio a nivel del río podría consolidarse en el lado norte del río a lo largo de Clara Barton Parkway, eliminando el acceso de construcción de los otros tres cuadrantes alrededor del puente y reduciendo significativamente los impactos en los terrenos del NPS. Esto se lograría construyendo una entrada temporal de acceso a la construcción desde Clara Barton Parkway en el cuadrante noroeste e instalando un puente temporal sobre el C&O Canal y un camino de acarreo temporal paralelo al camino de sirga del C&O Canal. Este esfuerzo dio como resultado una reducción del impacto de 7.8 acres en el George Washington Memorial Parkway y una reducción de 5,3 acres en el Chesapeake & Ohio Canal National Historical Park. **Consulte el Capítulo 4, Sección 4.12.4** para obtener más detalles sobre los esfuerzos del Equipo de Acción ALB.

¿Qué medidas de mitigación se están considerando para los efectos ambientales inevitables?

El avance de la mitigación conceptual para los efectos inevitables en los recursos ambientales de la Alternativa Preferida se ha producido desde el DEIS. La mitigación conceptual propuesta se discute por recurso aplicable en el **Capítulo 4** y se detalla en el Plan de Mitigación Conceptual (*Conceptual Mitigation Plan*) (**DEIS, Apéndice Q**) para los siguientes recursos: humedales; bosques; especies raras, amenazadas y en peligro de extinción; parques; recursos culturales; ruido; aire; propiedades; materiales peligrosos; topografía, geología, suelos; aguas subterráneas; justicia ambiental; estética visual; biota acuática; y áreas únicas y sensibles. Se identificarán y perfeccionarán otras medidas de mitigación a medida que avance el Estudio y en consideración a los comentarios del público, de las partes interesadas y de las agencias sobre este SDEIS. La mitigación final se documentará en la FEIS.

¿Qué es el borrador actualizado de la evaluación de la Sección 4 (f)?

La Sección 4 (f) de la Ley de USDOT de 1966, enmendada en (49 U.S.C. 303(c)) estipula que el USDOT, incluyendo la FHWA, no puede aprobar el uso de terreno de un parque de propiedad pública, área recreativa, refugio de fauna o aves acuáticas, o zonas históricas públicas o privadas a no ser que se apliquen las siguientes condiciones:

- La FHWA determina que no hay una alternativa viable o prevención prudente al uso del terreno de la propiedad, y esta acción incluye todos los planes posibles para minimizar el daño a la propiedad que resulte de ese uso (23 CFR §774.3(a)(1) y (2)); o
- La FHWA determina que el uso de las propiedades de la Sección 4(f), incluyendo cualquier medida para minimizar el daño cometido por el aplicante, tendrá un impacto muy pequeño en la propiedad (23 CFR §774.3(b)).

Desde la publicación del Borrador de la Evaluación de la Sección 4(f) y el DEIS en julio de 2020, la Alternativa Preferida ha sido identificada como Alternativa 9 - Fase 1 Sur, que incluye las mismas mejoras de construcción propuestas como parte de la Alternativa 9 en el DEIS y la Sección 4(f) del Borrador pero limitado a los límites de la Fase 1 Sur. No ocurrirían acciones o mejoras en los límites del estudio fuera de la Fase 1 Sur. Esta decisión sobre la Alternativa Preferida consideró mayor coordinación y colaboración con las agencias y las partes interesadas, incluyendo los Funcionarios Públicos con Jurisdicción (OWJs, Officials with Jurisdiction) para las propiedades de la Sección 4(f). La Alternativa Preferida contesta a los comentarios recibidos que piden la omisión de los recursos de la Sección 4(f) y se suma al estudio para ser consistente con la entrega en fases determinada previamente y la estrategia autorizada.
El capítulo 5 de este SDEIS incluye el Borrador Actualizado de la Evaluación de la Sección 4(f) para proveer información sobre la Alternativa Preferida. La información incluida en este Borrador Actualizado de la Sección 4(f) informará la consideración de la FHWA sobre el uso de propiedad de la Secciónn 4(f) de la Alternativa Preferida. Este capítulo del SDEIS provee información suplementaria y actualizada para el Borrador de la Evaluación de la Sección 4(f), que fue incluida como **DEIS, Apéndice F**. Esta información suplementaria no reemplaza la información del Borrador de la Evaluación de la Sección 4(f), solo provee un análisis adicional. La evaluación de la Sección 4(f) y este suplemento sigue las regulaciones establecidas por USDOT en el Informe de Política 23 CFR 774, FHWA's 2012 Section 4(f) y en el 23 U.S.C. 138 y 39 U.S.C. 303.

¿Cuáles son los impactos de la Sección 4 (f)?

Un "uso" de (o impacto a) la Sección 4(f) ocurre:

i. Cuando el terreno se **incorpora permanentemente** en una instalación de transporte
ii. Cuando hay una **ocupación temporal** del terreno que es perjudicial en cuanto al objetivo de conservación del estatuto como determina el criterio en el 23 CFR §774.13(d); o
iii. Cuando hay un **uso constructivo** de una propiedad de la Sección 4(f) como determina el criterio en el 23 CFR §774.15.

La Alternativa Preferida evitaría el uso de 38 propiedades de la Sección 4(f) que hacen un total de 115 acres relacionados con la Alternativa de Construcción DEIS. La Alternativa Preferida requeriría el uso de un total de 39.1 acres de 21 propiedades de la Sección 4(f) (incluyendo temporales y permanentes) comparado con un total de 146.8 acres en la Alternativa 9 de Construcción DEIS.

Consulte el **Capítulo 5, Sección 5.2 del SDEIS** y el **Apéndice F** del **DEIS** para más detalles. Se ha identificado la mitigación conceptual para los impactos de la Sección 4(f), pero la coordinación con los OWJs para las propiedades de la Sección 4(f) todavía continúa. La evaluación final de la Sección 4(f) reflejará la

coordinación continuada con los OWJs para coordinar los impactos y mitigación, y la pequeña coordinación con los OWJs. La evaluación final de la Sección 4(f) también incluirá el análisis finalizado para demostrar todos los planes posibles para minimizar el daño, y el Análisis de Menor Daño General finalizado, y los compromisos de mitigación finales.

¿Cuáles son los siguientes pasos del Estudio?

Este SDEIS fue aprobado por la FHWA y el MDOT SHA y distribuido a agencias federales, estatales y locales, además de otras organizaciones y partes interesadas y está disponible para revisión pública. Habrá una sesión de consulta pública virtual durante el periodo de revisión del SDEIS de 45 días; la fecha límite para comentar es el 15 de noviembre de 2021. Durante este periodo de revisión de 45 días, el SDEIS está disponible en lugares públicos a lo largo de la ruta del estudio y en el sitio web del Programa oplanesmd.com/SDEIS

Los comentarios acerca del SDEIS son considerados de igual forma independientemente de si fueron recibidos verbalmente o por escrito y pueden hacerse mediante:

- Testimonio verbal en la sesión de consulta pública virtual el 1 de noviembre de 2021
- El formulario de comentarios SDEIS en oplanesmd.com/SDEIS
- Un correo electrónico a MLS-NEPA-P3@mdot.maryland.gov
- Una carta a Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Una llamada al 855-432-1483 dejando un mensaje de voz con límite de tres minutos

Después del periodo de revisión de 45 días, el MDOT SHA y la FHWA revisarán los comentarios y responderán a todos comentarios importantes recibidos o marcados con matasellos hasta el final del periodo de comentario en preparación para la FEIS. Los comentarios recibidos o marcados con matasellos después de la fecha límite serán considerados en la medida de los posible. Además de la distribución de todos los comentarios importantes recibidos en el DEIS y SDEIS, la FEIS resumirá información adicional y actualizada no cuantificada o precisada en el SDEIS, y medidas de mitigación. El ROD documentará los compromisos que se llevarán a cabo durante el diseño final y la construcción.

Programa de Cooperación Público-Privada (P3)

¿Qué es un P3?

Una cooperación público-privada (P3) es un modelo alternativo para la entrega de un proyecto capital. Un P3 es una colaboración entre el sector público o gubernamental y entidades privadas. El P3 busca utilizar el conocimiento, innovación y la financiación del sector privado para ofrecer infraestructura pública para el beneficio del propietario público y usuarios de la infraestructura. Los P3s buscan aprovechar con éxito las ventajas de los sectores público y privado para producir grandes y complejos proyectos de infraestructura oportunamente. Las funciones dentro de un acuerdo P3 pueden incluir diseño, construcción, financiación, operación y mantenimiento de una instalación de transporte. Las siguientes definiciones de los límites fueron provistas para ayudar a entender el proceso de solicitud de NEPA y de la Fase 1.

- Fase 1: I-495 desde el sur de ALB a la I-270 y la I-270 desde la I-495 a la I-70. Estos son también los límites de la Fase 1 del Acuerdo P3.
- Fase 1 Sur: I-495 desde el sur de la ALB a la I-270 y la I-270 desde la I-495 hasta la I-370. Estos son también los límites de la Alternative Preferida de la NEPA.
- Fase 1 Norte: I-270 desde la I-370 a la I-70

¿Cuál es el estado del proceso de solicitud de la Fase 1 y el Acuerdo P3?

El Maryland BPW aprobó inicialmente la designación P3 para el Programa P3 en junio de 2019 y proporcionó la aprobación suplementaria en enero de 2020.

Estas aprobaciones permitieron al MDOT SHA usar el proceso Progresivo P3 para diseñar y construir la Fase 1 del Programa 3, mediante la búsqueda de un Desarrollador de Fase para la Fase 1. Esta estrategia progresiva permitió que el proceso de solicitud procediera sin compromiso final durante el proceso NEPA.

Como parte de la solicitud Progresiva P3, el MDOT siguió un proceso de Petición de Propuesta (RFP, Request for Proposal) buscando desarrolladores de fase interesados en febrero de 2020. El MODT y el MDTA, con participación de las jurisdicciones locales, desarrollaron una preselección de cuatro solicitantes altamente cualificados en julio de 2020. Tres de las cuatro firmas preseleccionadas enviaron una propuesta para entrar en la Fase 1 del acuerdo P3 para asistir con el desarrollo del trabajo, entrega de la Fase 1 incluyendo I-495 desde ALB hasta la I-270, y a lo largo de la I-270 desde la I-495 hasta la I-70. En febrero de 2021, el MDOT SHA identificó la propuesta seleccionada que podía entregar el proyecto de la manera más ventajosa para el estado.

El 11 de agosto de 2021, de acuerdo con la ley de Maryland, el MDOT y el MDTA presentaron y recibieron aprobación del Consejo de Obras Públicas para conceder el Acuerdo de la Fase 1 P3 al Solicitante Seleccionado, una compañía creada de forma conjunta, llamada Accelerate Maryland Partners, Inc. (AMP). Ellos completarán el trabajo de predesarrollo relacionado con la Fase 1 del programa P3.

De acuerdo con los términos y condiciones del Acuerdo de la Fase 1 P3, el MDOT y AMP avanzarán el trabajo de predesarrollo en esta primera sección, que incluye la vecindad de George Washington Memorial Parkway a través del Puente American Legion a la I-270 y en la I-270 hasta la I-370 (Fase 1 Sur).

La Alternativa Preferida en el SDEIS es consistente con los límites de la Fase 1 Sur, y es la primera sección a entregar según el plan del proyecto. Como parte de esta propuesta, el Desarrollador de la Fase se ha comprometido a proveer la estimada cantidad de 300 millones de dólares para servicios de transporte en el condado de Montgomery durante el témino operativo de la Fase 1 Sur. Para apoyar los servicios de transporte aún más, el MDOT se ha comprometido, bajo liquidación financiera de la Fase 1 Sur, a financiar no menos de 60 millones de dólares para diseño y permisos de inversiones de transporte de alta prioridad, como la Fase 1 de Corridor Cities Transitway, Bus Rapid Transit en la Ruta MD 355, u otros proyectos de alta prioridad y para construir y equipar las instalaciones de funcionamiento y mantenimiento Metropolitan Grove.

AMP, como Desarrollador de la Fase, está trabajando colaborativamente con MDOT, MDTA, y las partes interesadas en trabajos de predesarrollo incluyendo el diseño preliminar y actividades de debido cumplimiento para minimizar los impactos aún más. Después de completar los trabajos de predesarrollo con respecto a la Fase 1 Sur y la FEIS, MDOT buscará aprobación final del BPW para seguir adelante con el Acuerdo de la Sección P3 bajo el que el subsidiario del Desarrollador de la Fase (llamado “Desarrollador de la Sección) será responsable del diseño final, construcción, financiación, funcionamiento y mantenimiento de una sección particular durante un periodo estimado de 50 años.

SOMMAIRE EXÉCUTIF

Aperçu de l'étude

Quel est l'objet de la déclaration d'impact environnemental supplémentaire?

Une déclaration d'impact environnemental (EIS) peut être complétée en tout temps, en vertu du 23 CFR §771.130, lorsque la *Federal Highway Administration* (FHWA, Administration fédérale des autoroutes) estime que des changements à l'action proposée ou que des informations nouvelles liées à des préoccupations ou à des retombées environnementales touchant l'action proposée n'ont pas été évaluées dans le projet de déclaration d'impact environnemental (DEIS, *Draft Environmental Impact Statement*). Ce projet de déclaration d'impact environnemental supplémentaire (SDEIS, *Supplemental Draft Environmental Impact Statement*) a été préparé pour tenir compte d'informations nouvelles relatives à la solution privilégiée, la solution 9 – Phase 1 sud. S'appuyant sur l'analyse de l'actuel DEIS, le SDEIS présente de l'information nouvelle à propos de la solution privilégiée tout en se reportant au DEIS pour l'information toujours d'actualité. Le SDEIS décrit également l'historique et le contexte dans lesquels s'inscrit la solution privilégiée, la solution 9 – Phase 1 sud. Le public disposera d'une période de 45 jours pour consulter le SDEIS, étudier la solution privilégiée et faire part de ses commentaires. À la fin de cette période, la FHWA et l'administration routière du Département des transports du Maryland (MDOT-SHA, *Maryland Department of Transportation State Highway Administration*) tiendront compte des commentaires de fond sur le DEIS et le SDEIS et y répondront dans la déclaration d'impact environnemental finale (*Final Environmental Impact Statement*, FEIS).

Quel est l'objet du SDEIS?

Le SDEIS se concentre sur les informations nouvelles liées à l'étude sur la solution privilégiée pour les voies gérées de la I-495 et la I-270 (l'étude). L'étude envisage des solutions de rechange pour remédier à la congestion routière dans le cadre spécifique du champ de l'étude, inchangé depuis le DEIS : la I-495 à partir du sud du George Washington Memorial Parkway dans le comté de Fairfax, en Virginie, y compris l'amélioration de l'American Legion Bridge (ALB) sur le fleuve Potomac, à l'ouest de la MD 5, et le long de la I-270 de la I-495 jusqu'au nord de la I-370, y compris les embranchements est et ouest de la I-270, dans les comtés de Montgomery et Prince George, au Maryland. La solution privilégiée, la solution 9 – Phase 1 sud (indiquée en **bleu foncé** à la **ES-Figure 1**) comprend des améliorations dans les limites de la Phase 1 sud seulement. Aucune action ou amélioration n'est actuellement prévue sur la I-495 à l'est de l'embranchement est de la I-270 vers la MD5 (indiquée en **bleu clair** à la **ES-Figure 1**). Bien que la solution privilégiée, dans le cadre de l'étude, ne prévoie pas améliorer les autres parties de la I-495, il sera peut-être nécessaire dans l'avenir d'apporter des améliorations au reste du système des autoroutes inter-États. Elles seraient effectuées séparément et feraient l'objet d'études environnementales, d'analyses supplémentaires et d'un travail de collaboration additionnel avec le public, les parties concernées et les organismes locaux.

ES-1: Corridors d'étude des voies gérées I-495 et I-270 – solution privilégiée



Quels sont l'objet et la nécessité de l'étude?

La déclaration de l'objet et de la nécessité de l'étude est la même que celle présentée dans le **chapitre 1** du **DEIS** et celle, détaillée, figurant à l'**annexe A** du **DEIS**. Cela dit, elle est reprise ci-dessous pour la commodité du lecteur.

L'objectif de l'étude est de mettre au point une ou plusieurs solutions de gestion de la demande de transport pour remédier à la congestion, améliorer la fiabilité des trajets sur la I-495 et la I-270 dans les limites de l'étude, et renforcer la mobilité et la connectivité multimodales, actuelles et anticipées.

Les besoins de l'étude sont les suivants:

- Adapter le trafic existant et la croissance du trafic à long terme
- Améliorer la fiabilité des voyages
- Offrir des choix supplémentaires en matière de transport routier
- Accueillir la sécurité intérieure
- Améliorer la circulation des biens et des services

Outre son objet et sa nécessité, deux objectifs ont été définis pour l'étude : (1) l'utilisation d'autres méthodes de financement pour assurer la viabilité financière et (2) la responsabilité environnementale. Se reporter au **chapitre 1** et à l'**annexe A** du **DEIS** pour plus d'information sur l'objet et la nécessité de l'étude.

L'objet et la nécessité de l'étude demeurent-ils valables à la lumière de la solution privilégiée?

La sélection de la solution 9 – Phase 1 sud n'affecte pas l'objet et la nécessité de l'étude. La nécessité d'apporter des améliorations dans la zone d'étude demeure valable, indépendamment des solutions de

construction évaluées et de tout changement potentiel des limites de construction envisagées dans le cadre d'une solution privilégiée. Les besoins exprimés du projet, soit accommoder la croissance du trafic à long terme, améliorer la fiabilité des déplacements et offrir d'autres options routières, sont toujours nécessaires pour remédier aux problèmes de transport dans la région de l'étude. En outre, en raison de la pandémie, la MDOT SHA surveille les changements éventuels qui pourraient modifier les tendances de circulation et de mobilité, décrits au chapitre 3 de ce SDEIS, et rendra compte de ses constatations dans la déclaration d'impact environnemental finale.

Les commentaires du DEIS recevront-ils une réponse?

Tous les commentaires de fond sur le DEIS et le SDEIS seront examinés et la déclaration d'impact environnemental finale y répondra.

Au cours de la dernière année, la MDOT-SHA et la FHWA ont analysé plus de 3 000 commentaires reçus sur le DEIS et ont collaboré avec nos organismes partenaires et nos parties prenantes pour répondre aux commentaires les plus fréquents et adopter les mesures suivantes:

- Harmonisation de la solution privilégiée et du processus d'octroi de permis avec une réalisation des travaux par étapes qui met l'accent sur les embouteillages sérieux de l'American Legion Bridge.
- Prévenir et réduire de manière significative les effets sur les biens, les communautés, l'histoire, les ressources naturelles et des espaces verts.
- Éviter tout déménagement résidentiel ou toute relocalisation d'entreprise.
- Éviter tout impact sur le Morningstar Tabernacle No. 88 Moses Hall and Cemetery.
- Indiquer des sites de gestion des eaux pluviales, sur site et hors site, de façon à répondre aux exigences réglementaires.
- Surveiller et analyser les effets associés à la pandémie de COVID-19 sur la circulation pour comprendre leurs répercussions, s'il y a lieu, sur l'étude.
- Prendre l'engagement d'apporter des améliorations prioritaires pour les vélos, les piétons et les transports en commun afin d'augmenter le nombre d'options multimodales de déplacement dans les couloirs de l'étude.
- Inclure, dans le cadre de la solution privilégiée, des déplacements gratuits pour les véhicules à occupation multiple (VOM) comptant au moins trois (3) passagers, les autobus urbains, le covoiturage ou le covoiturage par fourgonnette et les motocyclistes, dans le but de réduire la dépendance envers les véhicules à occupant unique et proposer des options de déplacement équitables.

Ces efforts ont été possibles grâce à la coordination étroite des organismes et des parties prenantes depuis la parution du DEIS en juillet 2020:

- Constitution de groupes de travail sur les thèmes de l'économie, des transports et de la justice environnementale.
- Tenue de plus de 60 réunions individuelles de parties prenantes avec les municipalités, les organisations non gouvernementales, les élus et les communautés.
- Tenue de plus de 80 réunions avec les organismes de réglementation et de ressources pour discuter des commentaires formulés sur le DEIS, de même que des mesures d'évitement, de réduction et d'atténuation possibles.

- Tenue de plus de 60 réunions sur le terrain et dans les bureaux avec les organismes de réglementation pour discuter des effets sur les ressources naturelles, la gestion des eaux pluviales, l'augmentation du nombre de ponceaux et l'octroi de permis.

Se reporter aux **chapitres 4** et **5** du **SDEIS** pour de plus amples détails sur les mesures d'évitement, de réduction et d'atténuation et au **chapitre 7** du **SDEIS** pour plus de détails sur la coordination du public et des organismes.

Comment l'épidémie de COVID-19 a-t-elle affecté l'étude?

L'épidémie mondiale de COVID-19 a profondément bousculé la routine quotidienne des populations de la planète, affectant la façon dont les résidents et les navetteurs de la région de la capitale nationale travaillent, se déplacent et profitent de leur temps libre. Ces changements ont modifié la demande de trafic, l'usage des transports en commun et le volume de trafic sur toutes les routes du Maryland, du District de Columbia et de Virginie, dont la I-495 et la I-270. Le MDOT SHA a surveillé de près les changements de configuration de circulation tout au long de la pandémie. Se reporter à l'**annexe B** du **SDEIS** pour l'analyse sur les déplacements et le plan de suivi COVID-19. Ce plan comporte une analyse de sensibilité destinée à confirmer la nécessité du projet et à vérifier que la solution privilégiée présentera des avantages si la demande future est moins importante que prévu. Les résultats figureront dans la déclaration d'impact environnemental finale.

Les données de circulation montrent une dégringolade du volume de trafic en avril 2020, après la promulgation des ordres de confinement dans tout le Maryland. Sur la I-2070 et la I-495, le volume de trafic quotidien avait chuté de plus de 50 % par rapport à avril 2019. Avec le déploiement des vaccins au début de 2021, la baisse du nombre de cas de COVID-19 qui a suivi et la réouverture progressive des écoles et des entreprises, le volume de trafic a continué à s'améliorer. En août 2021, il était à 90 % de la normale. L'usage des transports en commun a été lent à reprendre, les services de l'administration de transport en commun du département des transports de l'État du Maryland (MDOT-MTA, *Maryland Department of Transportation Maryland Transit Administration*) connaissent toujours, en date du mois d'août 2021 et selon les chiffres affichés sur le site de surveillance du coronavirus du MDOT, une baisse d'environ 50 % par rapport aux niveaux d'avant la pandémie.

L'analyse sur les déplacements et le plan de suivi COVID-19 continueront à évaluer les tendances en transport et confirment que les augmentations de capacité, proposées dans le cadre de la solution privilégiée, seraient nécessaires et efficaces si la demande future devait changer considérablement par rapport aux prévisions antérieures à la pandémie. La MDOT SHA doit veiller à ce que les améliorations d'infrastructure de transport répondent non seulement aux besoins actuels de notre État, mais à ceux des 25 prochaines années au moins. Comme les tendances à long terme relatives aux déplacements sont loin de s'être stabilisées et que les données les plus récentes suggèrent que le trafic atteint presque les niveaux d'avant la pandémie, les prévisions du SDEIS continuent d'appliquer les modèles développés et étalonnés avant 2020 pour évaluer, dans ce document, les conditions projetées pour 2045. Cela dit, la MDOT SHA continuera d'étudier les nouvelles données au fur et à mesure qu'elles seront disponibles. L'analyse de sensibilité qui, à cause des changements à long terme en matière de télétravail, de commerce électronique et de l'usage des transports en commun, évalue plusieurs scénarios prospectifs sur la demande de trafic future, dans le cadre de l'analyse sur les déplacements et le plan de suivi COVID-19 (**annexe B** du **SDEIS**), est en cours.

Se reporter à la **section 3.1.4** du **chapitre 3** et à l'**annexe B** du **SDEIS** pour de lus amples détails sur les effets de l'épidémie de COVID-19 sur l'étude. Les résultats figureront dans la déclaration d'impact environnemental finale.

Projet de déclaration d'impact environnemental supplémentaire

Quelle est la différence entre le projet de déclaration d'impact environnemental supplémentaire et la déclaration d'impact environnemental finale?

Le présent SDEIS a été préparé pour tenir compte d'informations nouvelles relatives à la solution privilégiée, la solution 9 – Phase 1 sud. La FHWA et la MDOT SHA ont retenu la solution 9 Phase 1 sud comme solution privilégiée.

Ce SDEIS s'ajoute au DEIS publié le 10 juillet 2020. Il se limite à présenter de l'information nouvelle tout en se reportant au DEIS pour l'information toujours valable. La documentation détaillée sur les conditions existantes, les méthodologies, les effets des solutions de construction proposées par le DEIS et les mesures d'atténuation conceptuelles, s'il y a lieu, figure dans les rapports techniques annexés au DEIS (**annexes A à S**) et peut être consultée sur le site Web du programme (https://495-270-p3.com/deis/#DEIS).

Le SDEIS présente la solution privilégiée, les effets permanents et temporaires associés à celle-ci l'analyse de trafic. La solution privilégiée retenue, la coordination avec les organismes de ressources sur les mesures d'évitement, de réduction et d'atténuation conceptuelles s'est poursuivie. Le SDEIS précise les efforts déployés, depuis la publication du DEIS en juillet 2020 et jusqu'à l'été 2021, sur les mesures d'évitement, de réduction et d'atténuation conceptuelles. Les mesures d'atténuation et les engagements finaux figureront dans le compte rendu de décision.

Le SDEIS est mis à la disposition du public pour que les citoyens intéressés, les élus, les organismes gouvernementaux, les entreprises et d'autres parties prenantes puissent consulter et commenter la solution privilégiée sur une période de 45 jours et lors d'une audition publique virtuelle le 1er novembre 2021 (consulter oplanesmd.com/SDEIS pour connaître toutes les dernières informations sur l'audition publique virtuelle).

Une fois que le SDEIS aura été mis en circulation, qu'il aura été consulté et que les commentaires reçus auront été analysés, une déclaration d'impact environnemental finale sera rédigée. Elle s'attachera à rendre compte de toute analyse et de tout raffinement additionnels des données et à répondre aux commentaires de fonds reçus à propos du DEIS et du SDEIS. Les analyses additionnelles ou finales suivantes seront présentées dans la déclaration d'impact environnemental finale:

- Évaluation finale des impacts visuels de la solution privilégiée, comportant les dessins techniques et les mesures d'atténuation finales.
- Analyse finale de la qualité de l'air de la solution privilégiée, y compris pour le monoxyde carbone, les polluants atmosphériques toxiques, les émissions de gaz à effet de serre et les effets des travaux de construction sur la qualité de l'air.
- Évaluation finale de l'article 4(f) accompagnée de l'analyse finale du moindre dommage global.
- Analyse finale de justice environnementale (EJ) tenant compte des mesures d'atténuation, comparant les effets de la solution privilégiée au sein des populations touchées par la justice environnementale à ceux d'une communauté de référence ne comportant pas de populations touchées par la justice environnementale et offrant une conclusion finale quant à l'existence d'effets disproportionnés et négatifs.
- Ensemble final des mesures d'atténuation comprenant toutes les mesures finales destinées à atténuer les effets inévitables de la solution sur toutes les ressources recensées lors de la coordination avec les organismes gouvernementaux.

- Exposé final des conclusions relatives aux zones humides et aux terres inondables présentant les mesures d'atténuation définitives adoptées pour contrer les effets de la solution sur les zones humides et les plaines inondables des biens du Service des parcs nationaux.
- Demande conjointe finale fédérale/étatique et documents à l'appui pour la modification de toute terre inondable, voie navigable, zone humide avec marée ou sans marée.

Quel est le format du SDEIS?

Le format du SDEIS reprend celui du DEIS du 10 juillet 2020 et comporte 10 chapitres.

- Le **chapitre 1** présente l'objet et la nécessité de l'étude, inchangés depuis le DEIS, mais répétés pour la commodité du lecteur. Ce chapitre est étayé par l'énoncé de l'objet et de la nécessité de l'étude (**DEIS, annexe A**, https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf).
- Le **chapitre 2** présente la solution privilégiée et décrit d'autres éléments communs de la solution privilégiée, tels que les limites de perturbation[1], l'accès aux voies gérées, la gestion des eaux pluviales, les ponceaux, les travaux de construction et leurs effets à court terme, les éléments de transit, les réflexions autour des piétons et des bicyclettes et les péages.
- Le **chapitre 3** présente les résultats des analyses opérationnelles de la circulation effectuées pour la solution sans construction et la solution privilégiée pour 2045. Il explique également comment l'analyse de trafic tient compte des effets de la pandémie, de même que les répercussions de celle-ci sur les réseaux routiers locaux. Ce chapitre est étayé par l'aide-mémoire d'évaluation de la circulation de la solution 9 – Phase 1 sud (*Traffic Evaluation Memorandum – Alternative 9 : Phase 1 South*) de l'**annexe A** du **SDEIS**.
- Le **chapitre 4** décrit les effets permanents et temporaires prévus associés à la solution privilégiée. Il propose également une mise à jour, s'il y a lieu, des mesures visant à éviter, réduire et atténuer les effets environnementaux potentiels sur ces ressources. Les mesures d'atténuation finales figureront dans la déclaration d'impact environnemental finale.
- Le **chapitre 5** présente un résumé du projet d'évaluation actualisé de l'article 4(f), qui traite des possibles usages et mesures d'atténuation relatifs à l'article 4(f), associés à la solution privilégiée, sur les parcs publics, les zones de loisirs et les propriétés historiques importantes, conformément à l'article 4(f) de la loi de 1966 du ministère américain des Transports (USDOT). Ce chapitre est un complément du projet d'évaluation de l'article 4(f) (**DEIS, annexe F**, https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf).
- Le **chapitre 6** indique que le 20 janvier 2021, *le décret présidentiel 13807 : Établir la discipline et la responsabilité dans le processus d'examen environnemental et de délivrance de permis pour les projets d'infrastructure* a été révoqué *par le décret présidentiel 13990 : Protéger la santé publique et l'environnement et restaurer la science pour lutter contre la crise climatique.*
- Le **chapitre 7** présente un résumé des activités de sensibilisation du public et de coordination des organismes réalisées pour l'étude depuis la publication du DEIS de juillet 2021 jusqu'à l'été 2021.
- Le **chapitre 8** présente la liste des préparateurs du SDEIS.

[1] Les limites de perturbation désignent les limites proposées à l'intérieur desquelles se déroulent toutes les activités de construction, d'échafaudage, d'entreposage des matériaux, de nivellement, de déblaiement, de contrôle de l'érosion et des sédiments, d'aménagement paysager, de drainage, de gestion des eaux pluviales, de remplacement/construction des écrans antibruit et autres activités connexes.

- Le **chapitre 9** présente la liste de distribution des organismes, des organisations et des personnes qui ont eu accès au SDEIS pour examen et commentaires, de même que des détails sur la diffusion publique du SDEIS.
- Le **chapitre 10** recense les références du SDEIS.

Le SDEIS se concentre sur les informations nouvelles liées à la solution privilégiée. Le projet de déclaration d'impact environnemental supplémentaire et les annexes qui l'étayent sont consultables sur le site Web du programme : oplanesmd.com/SDEIS. Le SDEIS ne répétera pas l'information qui n'aura pas changé et qui figure dans le DEIS de juillet 2020, mais le DEIS et les analyses techniques qui l'étayent peuvent être consultés et utilisés à des fins de référence à : https://495-270-p3.com/deis/.

Comment faire part de ses commentaires sur le SDEIS?

La FHWA et le MDOT SHA invitent les élus intéressés, les gouvernements des États et les collectivités locales, les autres agences fédérales, les gouvernements tribaux d'Autochtones d'Amérique, les organisations et les membres du public à faire part de leurs commentaires sur le SDEIS. Le SDEIS pour l'étude et les rapports techniques peut être consulté sur le site Web du projet : oplanesmd.com/SDEIS et téléchargé.

La période de consultation publique débute le 1er octobre 2021 et se poursuivra jusqu'au 15 novembre 2021. La même importance sera accordée aux commentaires écrits et oraux. La MDOT SHA et la FHWA étudieront tous les commentaires formulés et tiendront compte et répondront aux commentaires de fond reçus ou postés avant cette date dans la préparation de la déclaration d'impact environnemental finale. Les commentaires reçus ou postés après cette date seront examinés et pris en compte dans la mesure du possible. Une audition publique virtuelle aura lieu le 1er novembre 2021. Consulter le site oplanesmd.com/SDEIS pour obtenir les dernières informations sur les dates et les lieux des auditions publiques.

Les commentaires sur la SDEIS peuvent être formulés par:

- Témoignage oral lors de l'audition publique virtuelle, le 1er novembre 2021.
- Le formulaire de commentaires du SDEIS est disponible sur oplanesmd.com/SDEIS
- Email à MLS-NEPA-P3@mdot.maryland.gov
- Lettres à Jeff Folden, directeur adjoint du programme I-495 & I-270 P3, Bureau I-495 & I-270 P3, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Téléphone au 855-432-1483 en laissant un message vocal limité à trois minutes

Alternatives

Quelle est la solution privilégiée?

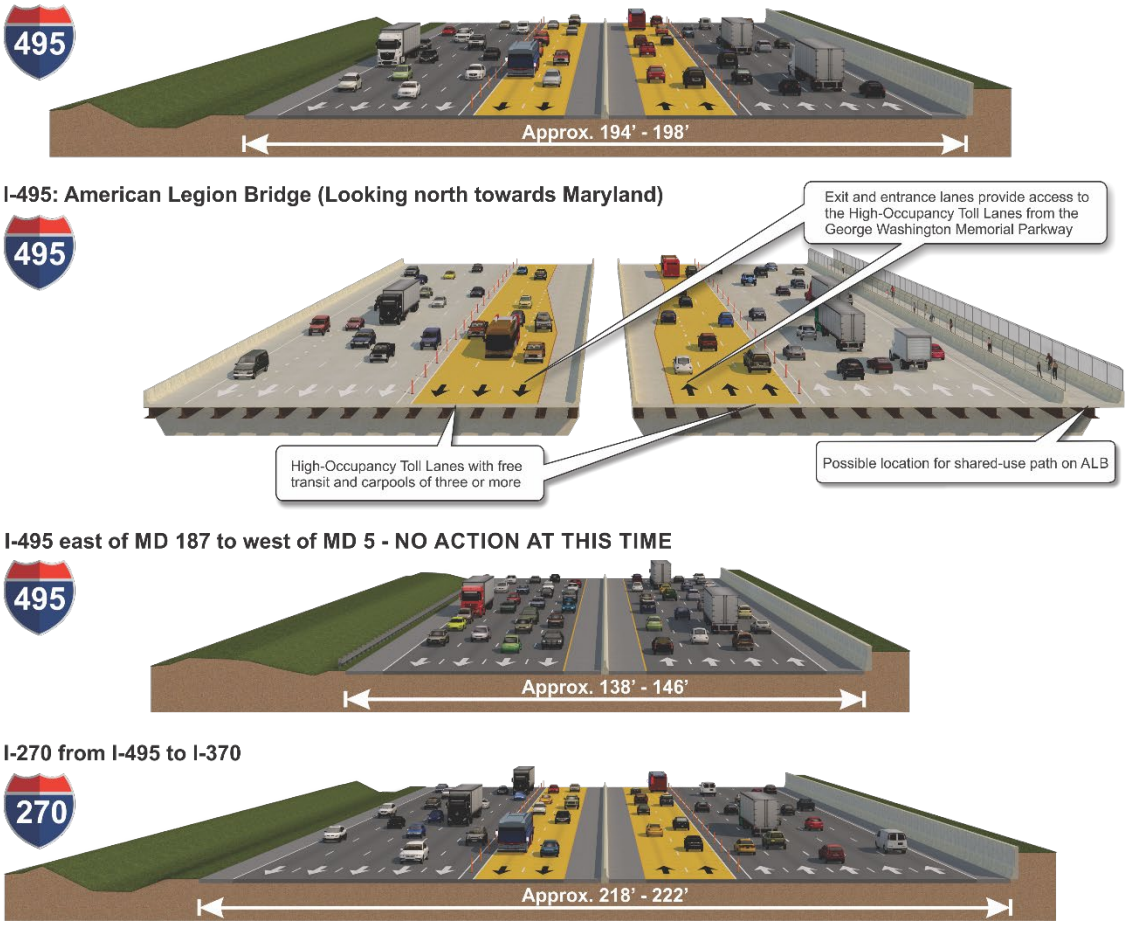
En se basant sur les résultats des analyses de circulation, d'ingénierie, financières et environnementales, de même que sur les commentaires du public, la MDOT SHA a annoncé, en janvier 2021, qu'elle privilégiait la solution 9. Après plusieurs mois de coordination suivie avec les agences et les parties prenantes et la prise en compte de leurs avis au sujet de la solution 9 comme solution privilégiée recommandée, la MDOT SHA a décidé, par souci de cohérence, d'aligner l'étude, qui ne se concentrait que sur la Phase 1 sud, sur l'approche par étapes précédemment établie pour la réalisation des travaux et l'octroi des permis. À la suite de quoi, la FHWA et la MODT SHA ont retenu une nouvelle solution privilégiée recommandée: la solution 9 – Phase 1 sud. La solution 9 – Phase 1 sud comporte les mêmes travaux d'amélioration proposés

dans le cadre de la solution 9, mais uniquement circonscrits aux limites de la Phase 1 sud (**Figure ES-1**). Cette solution privilégiée a été retenue après une coordination des organismes de ressources, du public et des parties prenantes réalisée pour répondre directement aux commentaires émis sur le DEIS et aligner l'approbation du processus de la NEPA sur l'approche planifiée par étapes de la réalisation des travaux et de l'octroi de permis. La FHWA et les agences coopérantes[2] ont convenu, en juin 2021, que la solution 9 – Phase 1 sud était la solution privilégiée.

Cette solution privilégiée comprend un réseau géré à deux voies à péage pour véhicules à haut taux d'occupation (HOT) sur la I-495 et la I-270 uniquement dans les limites de la Phase 1 sud(**Figure ES-2**). Sur la I-495, la solution privilégiée consiste à ajouter deux nouvelles voies gérées à péage pour véhicules à haut taux d'occupation dans chacune des directions, du pont George Washington Memorial Parkway à l'est de la MD 187. Sur la I-270, la solution privilégiée consiste à convertir la voie réservée aux véhicules à taux d'occupation élevée dans chacune des directions en une voie gérée à péage réservée aux véhicules à haut taux d'occupation et à en ajouter une autre dans chaque direction sur la I-270, de la I-495 jusqu'au nord de la I-370, et sur les embranchements est et ouest de la I-270. Pour l'instant, aucune action ou amélioration n'est prévue sur la I-495 à l'est de l'embranchement est de la I-270 vers la MD5. Dans le cadre des améliorations proposées, les voies de collecte et de distribution, le long de la I-270, de MontRose Road à la I-370, seraient supprimées. Les voies gérées seraient séparées des voies à usage générales au moyen de cônes de signalisation placés dans une zone tampon de quatre pieds (1,22 m). Les autobus urbains et les VOM 3+ seraient autorisés à circuler gratuitement sur les voies gérées.

[2] La NCPC (*National Capital Planning Commission*, Commission de planification de la capitale nationale) et la M-NCPPC (*Maryland-National Capital Park and Planning Commission,* Commission de planification et de parc de la capitale nationale-Maryland*)*, n'ont pas souscrit à la solution privilégiée.

Figure ES-1: Alternative 9 – Sections types de la Phase 1 sud (voies gérées par HOT indiquées en jaune)



Quelles sont les composantes du transport en commun incluses dans la solution privilégiée?

Bien qu'il ait été jugé que les solutions de transport en commun autonomes ne répondaient pas à l'objet et à la nécessité de l'étude, la solution privilégiée comprend des éléments de transport public correspondant à l'objet du projet, soit l'amélioration de la mobilité et de la connectivité multimodales, actuelles et anticipées. (Se reporter à la **section 2.3.7** du **Chapitre 2** pour de plus amples détails sur les éléments de transport en commun de la solution privilégiée.) Pour tenir compte de cet aspect essentiel et répondre aux commentaires reçus jusqu'à présent du public et des organismes, la MDOT-SHA a envisagé certains scénarios pour améliorer la mobilité et la connectivité du transport en commun dans le cadre de la solution privilégiée:

- Permettre aux autobus de transport public l'usage gratuit des voies à péage gérées réservées aux véhicules à haut taux d'occupation afin d'augmenter la rapidité des déplacements, garantir des déplacements fiables et rejoindre les services ou systèmes d'autobus locaux sur les artères directement reliées aux centres d'activité et aux centres économiques urbains et de banlieue.
- Permettre des correspondances directes et indirectes à partir des voies à péage gérées réservées aux véhicules à taux d'occupation élevée jusqu'aux stations de transport en commun existantes et aux projets de développement orientés vers le transport en commun, au Shady Grove Metro (I- 370), au Twinbrook Metro (Wootton Parkway), au Montgomery Mall Transit Center (Westlake Terrace) et au Medical Center Metro (MD 187).

- La solution privilégiée comporte des engagements relatifs à l'amélioration du transport public régional, lesquels visent à renforcer le transport en commun existant et planifié et à promouvoir de nouvelles solutions pour le transport public régional.
    - Construction de nouvelles zones d'arrêt d'autobus à la station de Métrorail WMATA Shady Grove
    - Capacité de stationnement augmenté au parc-relais du centre d'achats de Westfield Montgomery

Le groupe de travail sur les transports en commun et l'étude conjointe I-495/American Legion Bridge Transit/Transportation Demand Management (TDM, gestion de la demande en transport) du *Virginia Department of Trail and Public Transit* (Département des transports ferroviaires et publics de l'État de Virginie) et du *Maryland Department of Transportation Maryland Transit Administration* ont également tenu compte des éléments de transport public. Chacune de ces initiatives a donné lieu à un rapport.

Le *rapport sur la coordination des services de transport en commun* réalisé en collaboration avec le groupe de travail sur le transport public a été mis à la disposition du public en juin 2020 sur le site du Programme P3 (https://495-270-p3.com/transit-benefits/) pour informer les comtés et les fournisseurs de services de transport publics concernés des possibilités intéressantes que les voies gérées de transport en commun offrent. Celles-ci permettent, par exemple, d'établir des stratégies visant à tirer pleinement parti des avantages de la fiabilité et de la vitesse; de servir de fondement à l'évaluation et à la priorisation des besoins futurs en matière d'exploitation et d'immobilisations dans la zone de service; et de lancer des discussions sur les moyens d'intégrer les services de transport en commun régionaux au programme P3.

Le rapport final et le plan I-495/ALB Transit/TDM ont été terminés en mars 2021 et publiés en ligne http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf. Il comporte une série de formules d'investissement possibles pour fournir de nouveaux choix de mobilité pour les déplacements entre deux États. Chaque formule combinait des éléments de service de transport en commun, des améliorations technologiques, des programmes d'aide aux usagers et des besoins en places de stationnement. Elles proposaient des options pour faire traverser l'American Legion Bridge (ALB) à plus de personnes dans moins de véhicules.

Quels autres engagements ont été pris à l'égard du transport en commun dans le cadre de l'accord P3?

Le 11 août 2021, conformément à la loi de l'État du Maryland, Le MDOT et la MDTA ont demandé au Conseil des travaux publics d'octroyer l'accord P3 pour la Phase 1 au proposant sélectionné pour les travaux de développement préliminaires liés à la Phase 1 sud du programme P3. Dans le cadre de sa proposition, le promoteur de phase s'est engagé à injecter un montant estimatif de 300 millions de dollars dans les services de transport en commun dans le comté de Montgomery, au cours du mandat d'exploitation de la Phase 1.

Pour stimuler davantage les services de transport public, le MDOT s'est engagé, à la clôture financière de la section P3 de l'accord pour la Phase 1 sud, à débloquer pas moins de 60 millions de dollars destinés, d'une part, à la conception et à l'octroi de permis d'investissements en transport hautement prioritaires dans le comté de Montgomery, tel que la Phase 1 de la voie rapide de transport en commun des villes du corridor, un service d'autobus express pour le corridor de la MD 355 ou d'autres projets à priorité élevée et, d'autre part, à la construction et à l'équipement d'installations pour l'exploitation et l'entretien des autobus de Metropolitan Grove.

Le remplacement de l'American Legion Bridge fait-il partie de l'étude sur les voies gérées?

Oui, la solution privilégiée comprend le remplacement total de l'American Legion Bridge par un nouveau pont, plus large (sans élargir le pont actuel) pour permettre deux voies de péage réservées aux véhicules à haut taux d'occupation dans chaque direction. Le pont actuel a près de 60 ans et devra être remplacé au cours des dix prochaines, indépendamment de l'étude. La construction du nouveau pont s'effectuerait par étapes afin de toujours conserver le même nombre de voies durant les travaux. Le nouveau pont s'érigera au même endroit que le pont actuel.

L'American Lion Bridge reconstruit comportera une voie cyclopiétonne pour relier la Virginie au Maryland. Se reporter à la **section 2.3.8** du **chapitre 2** du **SDEIS** pour les options de voies à usage partagé envisagées.

La solution privilégiée tient-elle compte de la gestion des eaux pluviales?

Oui, une analyse préliminaire et conceptuelle de la gestion des eaux pluviales a été préparée pour la solution privilégiée et a servi à fixer la limite de perturbation. (Se reporter à la **section 2.3.8** du **chapitre 2** du présent document pour de plus amples détails.) En vertu de la loi de 2007 de l'État du Maryland sur la gestion des eaux pluviales, le MDOT SHA garantit le respect des exigences relatives à la quantité et la qualité de l'eau de la gestion des eaux pluviales, veille à ce que celles-ci soient traitées et améliore les conditions actuelles, comme le prescrit le SWM Act.

Dans le cas de la solution privilégiée, l'exigence relative à la gestion de la quantité d'eau sera satisfaite pour chacun des segments de drainage, à l'exclusion de celui de l'American Legion Bridge. En se basant sur les pratiques courantes, une exemption sur la quantité pourrait être octroyée pour l'ALB en raison des déversements directs dans le fleuve Potomac, une voie navigable majeure.

En ce qui a trait aux exigences en matière de qualité de l'eau, la solution privilégiée satisfera, dans toute la mesure du possible, aux critères de conception environnementale du site sur le site. Cependant, en raison de la quantité de surface imperméable nécessitant un traitement et des contraintes du site, le montant total exigé pour la qualité de l'eau n'a pu être atteint dans tous les segments de drainage. Le déficit des segments de drainage pour lesquels les critères de qualité de l'eau n'ont pu être satisfaits sur le site sera comblé à l'aide de solutions compensatoires de gestion des eaux pluviales dans le même bassin versant, défini à la section 5.5 des *Sediment and Stormwater Guidelines and Procedures* (SSGP, procédures et directives relatives aux sédiments et aux eaux pluviales) de la MDOT SHA. À partir des résultats d'une analyse hors site sur les solutions compensatoires de gestion des eaux pluviales, de nombreux sites potentiels d'eau de qualité ont été répertoriés, lesquels répondent aux besoins de traitement de la surface imperméable, que la solution privilégiée exige, voire les dépasse. (Se reporter à la **section 2.3.2** du **chapitre 2** et à l'**annexe C** du **SDEIS** pour de plus amples détails sur les solutions compensatoires de gestion des eaux pluviales.)

Qu'en est-il des améliorations étudiées pour la I-495, à l'est de l'embranchement est de I-270 vers la MD5?

Bien que la solution privilégiée, dans le cadre de l'étude, ne prévoie pas améliorer les autres parties de la I-495, il sera peut-être nécessaire dans l'avenir d'apporter des améliorations au reste du système des autoroutes inter-États. De telles améliorations seraient effectuées séparément et feraient l'objet d'études environnementales, d'analyses supplémentaires et d'un travail de collaboration additionnel avec le public, les parties concernées et les organismes locaux.

Péage

Pourquoi les nouvelles voies doivent-elles être à péage et pourquoi l'État a-t-il besoin de recourir à un promoteur pour les construire?

L'État du Maryland ne dispose pas des fonds nécessaires pour effectuer des travaux d'amélioration de cette ampleur, dont le coût estimé, pour la Phase 1 sud, s'élève entre 3 et 3,5 milliards de dollars. En outre, même avec les péages pour rembourser les prêts, l'État n'a pas la capacité de déposer des garanties suffisantes pour contracter des prêts afin de couvrir les travaux d'amélioration. L'État a donc, à la conclusion d'un processus concurrentiel, sélectionné un promoteur et a conclu un accord de PPP en vertu duquel le promoteur concevra, construira, financera, exploitera et entretiendra les voies gérées pendant une certaine période, en utilisant les recettes du péage. La MDOT SHA demeure propriétaire de toutes les voies de la I-495 et de la I-270 et veille à ce que l'autoroute remplisse la fonction de transport pour laquelle elle a été prévue.

Comment les tarifs de péage seront-ils établis?

Le processus d'établissement de la fourchette des tarifs de péage est piloté par la MDTA (*Maryland Transportation Authority*, Autorité des transports du Maryland), le seul organe de l'État ayant le pouvoir d'établir, de réviser et de fixer les tarifs de péage en vertu de l'Annotated Code of Maryland (Code annoté du Maryland), article sur les transports, §4-312 et du COMAR du Département des transports, Titre 11, sous-titre 07 MDTA, chapitre 5, *Public Notice of Toll Schedule Revisions* (Avis public concernant les modifications apportées à la grille tarifaire) (11.07.05). Elle est chargée de fixer les fourchettes de tarifs de péage et de mener les opérations de perception des péages dans les limites de la Phase 1 sud.

Le processus d'établissement des fourchettes de tarifs de péage s'articule sur une proposition du personnel de la MDTA visant à établir des tarifs minimums, des tarifs maximums, des tarifs intermédiaires entre les fourchettes de tarifs minimums et maximums et des réductions de péage pour certains types de véhicules.

La procédure pour la tenue d'auditions publiques et l'enregistrement des commentaires du public est précisée à l'article sur les transports, §4-312, de l'Annotated Code of Maryland. La proposition initiale a été présentée au conseil d'administration de la MDTA le 20 mai 2021. Conformément à la procédure, le conseil a voté pour que la proposition de péage fasse l'objet d'auditions publiques et d'une période de consultation publique, garantissant ainsi que le public participe au processus d'établissement des fourchettes de tarifs de péage et se conformant à la loi de l'État en offrant au public la possibilité de consulter et commenter la proposition.

Des auditions publiques se sont déroulées le 12 et le 14 juin 2021 et tous les documents s'y rapportant, dont l'information et les études utilisées dans cette analyse étayant la proposition de fourchettes de tarifs de péage, ont été publiés sur le site de la MDTA et peuvent être toujours consultés à https://mdta.maryland.gov/ALB270TollSetting. La période de consultation s'est déroulée du 20 mai au 12 août 2021. À la réunion du conseil d'administration de la MDTA du 26 août 2021, le personnel du MDTA a présenté un résumé et une analyse des commentaires reçus lors des auditions publiques. Il a également répondu aux questions des membres du conseil. Un résumé des commentaires reçus et l'analyse de ceux-ci peuvent être consultés sur la page Web de la MDTA à mdta.maryland.gov/ALB270TollSetting/PublicParticipation.

Après avoir tenu compte des commentaires du public, le personnel de la MDTA a présenté la version finale de sa proposition de fourchettes de tarifs de péage au conseil d'administration de la MDTA le 30 septembre 2021. Ces fourchettes de tarifs de péage sont recommandées par le conseil

d'administration et peuvent être consultées sur le site de la MDTA à mdta.maryland.gov/ALB270TollSetting.

Quels seraient les tarifs de péage?

Plutôt que de ne s'intéresser qu'aux revenus, la solution privilégiée sera conçue de manière à maintenir la vitesse à au moins 45 miles à l'heure (70 km/h) dans les voies à péage réservées aux véhicules à haut taux d'occupation. Le but de ces voies est de préserver la libre circulation et d'utiliser des facteurs de fixation des prix pour influencer le courant de circulation. Par conséquent la fourchette des tarifs de péage sera établie de façon à garantir que ces voies fonctionnent dans le cadre de mesures opérationnelles fixes en appliquant les principes économiques de l'offre et de la demande pour influencer l'usage des voies à péage réservées aux véhicules à haut taux d'occupation. Il incombera au promoteur de la section de la Phase 1 d'établir les tarifs de péage selon les fourchettes de tarifs établies, si celles-ci sont approuvées à la fin du processus d'établissement des fourchettes de tarifs de péage.

Les fourchettes de tarifs de péage proposées dans les limites de la solution privilégiée – Phase 1 sud peuvent être consultées sur le site de la MDTE à http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal. Elles comportent des tarifs minimums, des tarifs intermédiaires et des tarifs maximums pour les voies à péage réservées aux véhicules à haut taux d'occupation. Ces tarifs tiendront compte des facteurs d'indexation annuels de façon à ce que les fourchettes de tarifs de péage couvrent la pleine durée des accords du programme P3 (qui devrait être de 50 ans). Les tarifs de péage seront dynamiques, c'est-à-dire qu'ils pourront changer toutes les cinq minutes en fonction du volume ou de la vitesse de la circulation dans les voies à péage réservées aux véhicules à haut taux d'occupation pour offrir aux clients qui les choisissent et acquittent un droit de péage, un déplacement plus rapide et fiable. Les tarifs de péage effectifs changeront en fonction de la circulation en temps réel dans chacun des segments.

Transport et circulation

Laquelle des analyses de circulation a été actualisée pour le SDEIS?

L'année de projection de l'analyse de trafic a été actualisée, de 2040 à 2045 pour la solution sans construction et la solution privilégiée, à l'aide des prévisions du volume de trafic d'une version mise à jour, la version 2.3.75) du modèle prévisionnel régional du MWCOG (*Metropolitan Washington Council of Governments*, Conseil métropolitain de Washington des gouvernements). Le DEIS s'était servi d'une version antérieure du modèle du MWCOG, la version 2.3.71, qui était, au moment de l'étude, la plus récente et la seule qui projetait la demande de trafic pour 2040.

En vue des futures conditions de circulation, la solution privilégiée a été évaluée et comparée à la condition sans construction à l'aide des prévisions mises à jour pour 2045 de plusieurs indicateurs opérationnels clés : vitesse, retard, niveau de service, débit et effets sur le réseau local. Ces indicateurs sont les mêmes que ceux utilisés dans le DEIS pour l'évaluation et la comparaison des solutions. Se reporter au **chapitre 3** du présent **SDEIS** et à l'**annexe A** du **SDEIS** pour de plus amples détails.

Le **chapitre 3** du **SDEIS** explique également comment la MDOT SHA prend en compte les effets de la pandémie de COVID-19 sur la demande et les prévisions de trafic. Se reporter à la **section 2.3.7** du **chapitre 3** et à l'**annexe B** du **SDEIS** pour de plus amples détails.

Quels sont les résultats des analyses opérationnelles des données de circulation?

Les résultats de l'évaluation opérationnelle des données de circulation pour l'année 2045 pour la solution sans construction et la solution privilégiée sont résumés ci-dessous et présentés au **chapitre 3** du présent **SDEIS** et à l'**annexe A** du **SDEIS**.

La solution sans construction ne résoudrait aucun des problèmes opérationnels rencontrés dans les conditions actuelles. Elle ne pourrait pas faire face à une croissance du trafic à long terme, ce qui se traduirait par des vitesses de déplacement lentes, des retards importants, de longs temps de parcours et un réseau peu fiable. Par rapport aux résultats de la solution sans construction 2040 présentés dans le DEIS, les résultats de la solution sans construction 2045 révèlent des délais et des temps de déplacement plus longs sur la I-495 et la I-270 en raison d'une croissance additionnelle anticipée de la circulation entre 2040 et 2045. Cette croissance de la circulation est attendue malgré les projets de transport en commun supplémentaires inclus dans les prévisions pour 2045 qui contribuent à réduire légèrement les retards prévus sur le réseau routier local environnant.

La **solution privilégiée** devrait offrir des avantages opérationnels tangibles au système, même si elle ne comporte aucune action ou amélioration pour éviter ou réduire les effets environnementaux dans une grande partie de la zone d'étude. Cette solution augmenterait considérablement le débit de circulation sur l'American Legion Bridge et sur la section sud de la I-270 tout en réduisant les encombrements. Elle augmenterait également la vitesse, améliorerait la fiabilité et réduirait les temps de déplacement et les retards le long de la plus grande partie de la I-495, de la I-270 et du réseau routier environnant par rapport à la solution sans construction. Bien que la solution privilégiée n'améliore pas autant les opérations de circulation que les solutions de construction, lesquelles comprenaient l'ensemble des limites de l'étude de 48 miles (77 km) évaluées dans le DEIS (telles les solutions 9 et 10), elle a été retenue en partie à cause des avis du public et des parties prenantes, lesquels ont indiqué une forte préférence pour l'élimination des effets sur les biens et l'environnement de la partie supérieure et du côté est de I-495. En 2045, l'année de conception, des embouteillages auraient lieu durant les heures de pointe de l'après-midi sur la I-270 en direction nord et sur la boucle intérieure de la I-495 en raison des goulots d'étranglement en aval, à l'extérieur des limites de la solution privilégiée.

La déclaration d'impact environnemental finale et l'autorisation des points d'accès sur les autoroutes inter-États, une autorisation de la FHWA destinée à assurer la sécurité, l'exploitation et l'acceptabilité technique du réseau des autoroutes inter-États, comporteront une évaluation plus poussée de la ligne principale et des répercussions opérationnelles localisées de la solution privilégiée. Les possibilités d'améliorer la sécurité et l'exploitation seront évaluées dans le cadre de la solution retenue après les conclusions du processus de la NEPA (*National Environment Policy Act*, loi nationale sur la politique de l'environnement) et lors de la conception finale.

Dans l'ensemble, la solution privilégiée offre des avantages opérationnels tangibles nettement plus intéressants que ceux de la solution sans construction.

Ressources environnementales, conséquences et mesures d'atténuation

Quels sont les effets de la solution privilégiée sur les ressources environnementales?

Les conséquences environnementales décrites au **chapitre 4** sont celles de la solution privilégiée. Depuis le DEIS, la conception de la solution privilégiée a progressé. Les effets permanents ou à long terme et ceux

temporaires ou à court terme liés aux travaux de construction sont quantifiés et présentés dans le SDEIS. Le **tableau ES-1** résumé des effets environnementaux de la solution privilégiée est présenté au**.**

Tableau ES-1 : Résumé des effets quantifiables de la solution privilégiée

Ressource	Permanents[1]	Temporaires[1]	Total[1]
Effets potentiels totaux sur les parcs (acres)	21,0	15,1	**36,1**
Total des droits de passages[2] requis (acres)	97,2	18,7	**115,9**
Nombre de biens directement touchés (chiffre)	-	-	**501**
Nombre de déménagements résidentiels (chiffre)	-	-	**0**
Nombre de délocalisations d'entreprises (chiffre)	-	-	**0**
Nombre de propriétés historiques avec des effets négatifs[3] (chiffre)	-	-	**11**
Zones sensibles au bruit affectées (chiffre)	-	-	**49**
Sites de produits dangereux préoccupants (chiffre)	-	-	**255**
Zones humides d'intérêt particulier pour l'État (acres)	0	0	**0**
Zones humides[4] (acres)	3,7	0,6	**4,3**
Zone humide tampon de 25 pieds (7,6 m)[4] (acres)	6,5	0,6	**7,1**
Voies navigables[4] (pieds carrés)	673 757	343 945	**1 017 702**
Voies navigables[4] (pieds linéaires)	43 852	2 701	**46 553**
Bassins versants de niveau II (acres)	0	0	**0**
Zone de crue centennale (acres)	33,7	15,1	**48,8**
Canopée forestière (acres)	479,6	20,3[5]	**500,1**
Habitat d'espèces rares, menacées et en voie de disparition (acres)	33,4	23,0	**56,4**
Zone d'examen des projets sur les espèces sensibles (acres)	24,5	20,0	**44,5**
Zones uniques et sensibles (acres)	139,2	29,4	**168,5**

Remarques : Les effets figurant dans ce tableau concernent les améliorations apportées à la ligne principale de la solution privilégiée. Tous les effets associés aux solutions compensatoires de la gestion des eaux pluviales sont préliminaires et présentés à l'annexe C du SDEIS.

[1] Toutes les valeurs sont arrondies au dixième.

[2] Le droit de passage est basé sur une recherche dans les registres de l'État et complété par le droit de passage du comté, si nécessaire.

[3] Se reporter à la section 4.7 du chapitre 4 pour de plus amples détails sur les effets sur les propriétés historiques.

[4] Se reporter à la **section 4.12** du **tableau 4.25** plus de plus amples détails sur les effets sur les zones humides et les voies navigables.

[5] Les effets temporaires sur la canopée forestière désignent des forêts déboisées dans des zones qui ne seront pas acquises ou modifiées de façon permanente par les travaux de construction routière. Ces forêts seront reboisées. Cela évitera ou réduira les effets et le reboisement du corridor sera maximisé, comme l'indiquent les plans de conception finaux.

***Texte en bleu* = modifié pour correspondre au tableau 4-1, page 4-3 (2021/11/10)**

Quelles sont les mesures de prévention et de minimisation des effets sur les ressources environnementales qui ont été envisagées?

Depuis la publication du DEIS, dans le cadre d'un vaste effort de coordination avec les organismes de ressources et de réglementation, le développement de mesures d'évitement et de réduction pour les propriétés historiques, les espaces verts, les zones humides, les zones humides tampons, les forêts et la zone de crue centennale de l'Agence fédérale des situations d'urgence FEMA) a progressé. La solution privilégiée, dont les travaux d'amélioration se situent uniquement à l'intérieur des limites de la Phase 1 sud, préserve plus de 100 acres d'espaces verts et des centaines de caractéristiques des zones humides et des cours d'eau. À ce stade préliminaire de l'étude, les effets associés à la solution privilégiée ont été, autant que possible, évités et réduits, et ce, dans tous les domaines. Par ailleurs, des techniques d'évitement et de réduction ont été spécifiquement affinées pour certaines zones de ressources sensibles ou de valeur récréative tels les parcs du NPS (National Park Service, Service des parcs nationaux) autour de l'American Legion Bridge. Se reporter aux **chapitres 2, 4 et 5** du présent document pour plus de détails. Les efforts déployés pour réduire ou atténuer les effets se poursuivront dans le cadre de la collaboration

entretenue avec les organismes de ressources et de réglementation concernés. La déclaration d'impact environnemental finale précisera les mesures définitives d'évitement, de réduction et d'atténuation.

Quelles sont les mesures de réduction, intégrées à la limite de perturbation de la solution privilégiée, adoptées pour la Morningstar Tabernacle No. 88 Moses Hall and Cemetery Property?

En réponse aux commentaires du public, des organismes et des parties prenantes à la publication du DEIS, la MDOT SHA a précisé la limite de perturbation pour la Morningstar Tabernacle No. 88 Moses Hall and Cemetery property. À la fin de l'hiver 2021, les effets sur le Morningstar Cemetery sont passés de 0,3 acres (13,068 pieds carrés ou 1 214,057 m^2), comme l'indiquait le DEIS pour la solution 9, à une zone temporaire d'environ 14 pieds carrés (1,30 m^2) nécessaire à l'érection d'un écran antibruit à proximité de la propriété. Cette mesure a permis d'éviter de perturber le sol dans le périmètre du cimetière. La mesure de réduction répondait aux commentaires du public et des organismes et a abouti à des modifications apportées à la conception du projet, notamment à la configuration de la bretelle de l'échangeur de la voie-promenade Cabin John Parkway, destinées à réduire les effets sur le cimetière. À l'été 2021, des recherches supplémentaires ont été effectuées pour détecter et cartographier les tombes marquées et les tombes anonymes à l'intérieur et à proximité du Morningstar Cemetery. À la suite des résultats de ces recherches, de nouvelles modifications ont été effectuées et la propriété du cimetière sera maintenant complètement évitée.

Quelles sont les mesures de réduction, intégrées à la limite de perturbation de la solution privilégiée, adoptées pour les parcs et leurs ressources autour de l'American Legion Bridge?

Les efforts d'évitement et de réduction les plus importants, depuis l'évaluation du projet de l'article 4(f) et le DEIS, ont porté sur l'American Legion Bridge. La MDOT SHA et le NPS se sont rencontrés le 8 décembre 2020 pour discuter de la limite de perturbation de l'American Legion Bridge qui avait été présentée dans le DEIS. Le NPS a demandé que le MDOT SHA réévalue la limite de perturbation à afin de limiter les effets, à proximité du pont, sur le territoire du NPS et ses ressources naturelles. La MDOT SHA a formé une « équipe de choc ALB » constituée d'experts locaux et nationaux en conception de ponts, en ressources naturelles et en ressources culturelles, chargée de:

Développer et évaluer des solutions de rechange pour le remplacement de l'ALB, dans le but d'éviter, dans toute la mesure du possible, des effets et de réduire les impacts sur l'ensemble de la superficie des unités du C&O Canal National Historic Park et de la route panoramique George Washington Memorial Parkway relevant du NPS.

L'équipe de choc de l'ALB a envisagé des approches de construction afin de déterminer si l'une d'entre elles pouvait davantage réduire la limite de perturbation. Elle a donc réalisé une étude détaillée sur trois m de construction : « top-down » à voussoirs, « top-down » à haubans et par poussage, En outre, après une analyse terrain et un examen de l'information facilement accessible, la MDOT SHA et l'équipe de choc de l'ALB ont estimé que l'accès au site au niveau du fleuve pourrait être consolidé du côté nord du fleuve, le long de la voie-promenade Clara Barton Parkway, éliminant ainsi l'accès au chantier autour du pont à partir des trois autres quadrants et réduisant significativement les effets sur les espaces du NPS. Cela signifie la construction d'une entrée temporaire sur la route d'accès au chantier près de la voie-promenade Clara Barton Parkway dans le quadrant nord-ouest et l'installation d'un pont temporaire enjambant le C&O Canal, de même qu'une route de transport temporaire parallèle au chemin de halage du C&O Canal. Ces efforts se sont traduits par une réduction des effets de 7,8 acres sur la voie-promenade George Washington Memorial Parkway et de 5,3 acres sur le parc historique national Chesapeake & Ohio.

Se reporter à la **section 4.12.4** du **chapitre 4** pour de plus amples détails sur les travaux de l'équipe de choc ALB.

Quelles sont les mesures d'atténuation envisagées pour les effets environnementaux inévitables?

Le travail sur les mesures d'atténuation conceptuelles concernant les effets inévitables de la solution privilégiée sur les ressources environnementales avance depuis le DEIS. Le **chapitre 4** présente les mesures d'atténuation conceptuelles par ressource, détaillées plus avant dans le plan de mesures d'atténuation conceptuelles (**annexe Q** du **DEIS**) : zones humides; forêts; espèces rares, menacées et en danger; parcs; ressources culturelles; bruit; air; propriétés; matières dangereuses; topographie, géologie, sols; eaux souterraines; justice environnementale; esthétique visuelle; biote aquatique et zones uniques et sensibles. Au fur et à mesure de l'étude et des commentaires du public, des parties prenantes et des organismes sur le présent SDEIS, d'autres mesures d'atténuation seront mises au point. La déclaration d'impact environnemental finale précisera les mesures d'atténuation finales.

Qu'est-ce que le projet d'évaluation actualisé de l'article 4(f)?

L'article 4(f) modifié (49 U.S.C. 303(c)) de l'USDOT Act de 1966 stipule que l'USDOT, dont relève la FHWA, ne peut pas approuver l'utilisation de terrains provenant d'un parc public, d'une zone de loisirs, d'un refuge pour la faune ou la sauvagine ou d'un site historique public ou privé, sauf si les conditions suivantes s'appliquent:

- La FHWA détermine qu'il n'existe pas d'alternative réalisable et prudente à l'usage du terrain de la propriété, et l'action dispose d'un plan aussi détaillé que possible pour réduire les dommages à la propriété résultant d'un tel usage (23 CFR §774.3(a)(1) et (2)); ou
- La FHWA détermine que l'usage des biens relatifs à l'article 4(f), y compris toute mesure visant à réduire les dommages commis par le demandeur, aura un effet négligeable sur le bien (23 CFR §774.3(b)).

Depuis la publication du projet d'évaluation de l'article 4(f) et du DEIS en juillet 2020, la solution retenue est la solution 9 – Phase 1 sud, laquelle comporte les mêmes travaux d'amélioration proposés dans le cadre de la solution 9 dans le DEIS et l'évaluation du projet d'évaluation de l'article 4(f), mais uniquement circonscrits aux limites de la Phase 1 sud. Aucune action ou amélioration ne seraient entreprises dans les limites de l'étude à l'extérieur de la Phase 1. Cette décision sur la solution privilégiée préconisait une coordination suivie avec les organismes et les parties prenantes, notamment avec les autorités ayant compétence sur les biens relatifs à l'article 4(f) La solution privilégiée répond aux commentaires reçus demandant d'adopter des mesures d'évitement pour les ressources de l'article 4(f) et cadre l'étude de façon à ce qu'elle corresponde à l'approche par étapes, préalablement établie, de la réalisation des travaux et de l'octroi des permis.

Le **chapitre 5** du présente SDEIS comprend la mise à jour du projet d'évaluation actualisé de l'article 4(f) afin d'offrir de l'information sur la solution privilégiée. L'information contenue dans la mise à jour du projet d'évaluation actualisé de l'article 4(f) alimentera la réflexion de la FHWA sur l'usage que la solution privilégiée fera des biens relatifs à l'article 4(f). Ce chapitre du SDEIS donne des renseignements additionnels et mis à jour sur le projet d'évaluation de l'article 4(f), lequel figurait à l'**annexe F** du **DEIS**. Cette information nouvelle ne remplace pas le projet d'évaluation de l'article 4(f); elle n'en fournit qu'une analyse complémentaire. L'évaluation de l'article 4(f) et ce complément suivent les règlements établis de l'USDOT définis dans les documents suivants : 23 CFR 774, le document d'orientation de 2012 de la FHWA sur l'article 4(f), et 23 U.S.C. 138 and 39 U.S.C. 303.

Quels sont les effets de l'article 4(f)?

Un usage de (ou un effet sur) un bien relatif à l'article 4(f) se produit:

i. lorsqu'un terrain est **incorporé de façon permanente** dans une installation de transport;
ii. lorsqu'une **occupation temporaire** des sols est défavorable au regard de l'objet de préservation de la loi, selon la définition qu'en donne le critère 23 CFR §774.13(d); ou
iii. lorsqu'il y a **usage constructif** d'un bien relatif à l'article 4(f), selon la définition qu'en donne le critère 23 CFR §774.15.

La solution privilégiée éviterait de faire usage de 38 biens relatifs à l'article 4(f) totalisant environ 105 acres associés aux solutions de construction du DEIS. La solution privilégiée nécessiterait l'usage d'un total de 39,1 acres de 21 biens relatifs à l'article 4(f) (temporaire et permanent), comparativement aux 146,8 acres de la solution de construction 9 du DEIS..

Se reporter à la **section 5.2** du **chapitre 5** et à l'**annexe F** du **DEIS** pour plus de détails. Les mesures d'atténuation conceptuelles des effets de l'article 4(f) sont définies, mais la coordination avec les autorités ayant compétence sur les biens relatifs à l'article 4(f) se poursuit. L'évaluation finale de l'article 4(f) rendra compte du suivi réalisé, avec les autorités compétentes, de la coordination des effets et des mesures d'atténuation, de même que de la coordination minimale assurée avec les autorités compétentes. L'évaluation finale de l'article 4(f) comportera également l'analyse finale destinée à présenter toutes les mesures possibles, susceptibles de limiter les dommages, de même que l'analyse finale du moindre dommage global.

Quelles sont les prochaines étapes de l'étude?

La FHWA et la MDOT SHA ont approuvé le SDEIS et l'ont diffusé auprès des organismes fédéraux, des États et locaux, ainsi qu'auprès d'organismes et d'autres parties intéressées pour consultation publique. Une audition publique virtuelle sur le SDEIS aura lieu au cours de la période de consultation de 45 jours; la date limite pour formuler des commentaires est le 15 novembre 2021. Au cours de la période de consultation de 45 jours, le SDEIS peut être consulté dans certains lieux publics situés dans les corridors de l'étude et sur le site Web du programme oplanesmd.com/SDEIS La même attention sera accordée à tous les commentaires sur le SDEIS, qu'ils soient formulés verbalement ou par écrit. Ils peuvent être transmis par:

- Témoignage oral lors de l'audition publique virtuelle, le 1er novembre 2021.
- Le formulaire de commentaires du SDEIS est disponible sur oplanesmd.com/SDEIS
- Email à MLS-NEPA-P3@mdot.maryland .gov
- Lettres à Jeff Folden, directeur adjoint du programme I-495 & I-270 P3, Bureau I-495 & I-270 P3, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Téléphone au 855-432-1483 en laissant un message vocal limité à trois minutes

La période de consultation de 45 jours terminée, la MDOT SHA et la FHWA étudieront tous les commentaires formulés et tiendront compte et répondront aux commentaires de fond reçus ou postés avant cette date lors de la rédaction de la déclaration d'impact environnemental finale. Les commentaires reçus ou postés après cette date seront étudiés et pris en compte, dans la mesure du possible. Non seulement la déclaration d'impact environnemental finale répondra aux commentaires de fond reçus sur le DEIS et le SDEIS, mais elle résumera l'information supplémentaire et actualisée, brute et non quantifiée, présentée dans le SDEIS, de même que les mesures d'atténuation. Le compte rendu de décision recensera les engagements pris, à respecter lors de la conception finale et de la construction.

Programme de partenariat public-privé (P3)

Qu'est-ce qu'un P3

Un partenariat public-privé (PPP) est un modèle alternatif pour la réalisation d'un projet d'investissement. Un P3 est un partenariat entre le secteur public ou gouvernemental et des entités privées. Le P3 cherche à exploiter l'expertise, l'innovation et le financement du secteur privé afin de fournir une infrastructure publique au profit du propriétaire public et des utilisateurs de l'infrastructure. Les P3 permettent de tirer parti des forces respectives des secteurs public et privé pour réaliser des projets d'infrastructure complexes et de grande envergure de manière rentable et dans les délais impartis. Les fonctions d'un accord de PPP peuvent inclure la conception, la construction, le financement, l'exploitation et l'entretien d'une installation de transport. Les délimitations suivantes sont fournies pour comprendre le processus de la NEPA et celui de l'appel d'offres de la Phase 1.

- Phase 1: I-495 du sud de l'American Legion Bridge à la I-270 et la I-270 de la I-495 à la I-70. Elles correspondent également à celles de l'accord P3 pour la Phase 1.
- Phase 1 sud: I-495 du sud de l'American Legion Bridge à la I-270 et la I-270 de la I-495 à la I-370. Elles correspondent également à celles de la solution privilégiée par le processus de la NEPA.
- Phase 1 nord: I-270 de la I-370 à la I-70.

Où en est le processus d'appel d'offres et de l'accord P3 pour la Phase 1?

Le Maryland BPW (Conseil des travaux publics de l'État du Maryland) avait initialement approuvé le nom de « P3 » pour le programme P3 en juin 2019 et l'a réapprouvé en janvier 2020. Ces approbations ont permis à la MDOT SHA d'adopter le processus progressif de PPP et donc de rechercher un promoteur pour concevoir et bâtir la Phase 1 du programme P3. Cette approche par étapes a permis d'entamer le processus de demande de soumissions sans engagement définitif au cours du processus de la NEPA.

Dans le cadre de l'appel d'offres par étapes, le MDOT a suivi le processus de demande de propositions pour rechercher des promoteurs de phase en février 2021. Le MDOT et la MDTA, avec la collaboration des juridictions locales, ont établi une liste de quatre proposants sélectionnés éminemment qualifiés en juillet 2020. Trois des quatre sociétés sélectionnées ont déposé des propositions pour participer à l'accord par étapes P3 pour la Phase 1 afin de contribuer aux travaux de développement préliminaires et réaliser les travaux de la Phase 1, dont la I-495 de l'American Legion Bridge à la I-270 et le long de la I-270 de la I-495 à la I-70. En février 2021, la MDOT SHA a sélectionné le proposant le plus à même de réaliser le projet de la manière la plus avantageuse pour l'État.

Le 11 août 2021, conformément à la loi de l'État du Maryland, Le MDOT et la MDTA ont demandé au Conseil des travaux publics d'octroyer l'accord P3 pour la Phase 1 au proposant sélectionné, une société conjointe créée pour le projet, Accelerate Maryland Partners, Inc. (AMP), demande qui leur a été accordée. Elle terminera les travaux de développement préliminaires de la Phase 1 du programme P3.

Conformément aux conditions de l'accord P3 pour la Phase 1, le MDOT et l'AMP poursuivront les travaux de développement préliminaires de la première section, laquelle commence à proximité de la voie-promenade George Washington Memorial Parkway, à la sortie du pont de l'American Legion, jusqu'à la I-270 et se poursuit sur la I-270 jusqu'à la I-370 (« Phase 1 sud »). La solution privilégiée de ce SDEIS s'inscrit dans les limites de la Phase 1 sud, la première section à réaliser dans le cadre de ce projet. Dans sa proposition, le promoteur de phase s'est engagé à injecter un montant estimatif de 300 millions de dollars dans les services de transport en commun dans le comté de Montgomery, au cours du mandat d'exploitation de la Phase 1. Pour stimuler davantage les services de transport public, le MDOT s'est engagé, à la clôture financière de la section P3 de l'accord pour la Phase 1 sud, à débloquer pas moins de

60 millions de dollars destinés, d'une part, à la conception et à l'octroi de permis d'investissements en transport hautement prioritaires dans le comté de Montgomery, tel que la Phase 1 de la voie rapide de transport en commun des villes du corridor, un service d'autobus express pour le corridor de la MD 355 ou d'autres projets à priorité élevée et, d'autre part, à la construction et à l'équipement du dépôt Metropolitan Grove pour les fonctions opérationnelles et d'entretien d'autobus.

Le promoteur de phase, AMP, collabore avec le MDOT, la MDTA et les parties prenantes sur les travaux de développement préliminaires, notamment les activités de conception préliminaire et de diligence raisonnable, de manière à réduire davantage les effets du projet. À la fin des travaux de développement préliminaires relatifs à la Phase 1 sud, et après la déclaration d'impact environnemental finale, le MDOT demandera au BPW son autorisation finale pour donner suite à la section P3 l'accord, selon laquelle un subsidiaire du promoteur de phase (désigné sous le terme de « promoteur de section ») sera chargé de la conception finale, de la construction, du financement, de l'exploitation et de l'entretien d'une section pour une période prévue de 50 ans.

执行摘要

概述

环境影响声明补充草案的目的是什么？

根据 23 CFR 771.130，当联邦高速公路管理局 (FHWA) 确定变更拟议的行动或新信息与环境问题有关或影响 EIS 草案拟议的行动未在 EIS 草案 (DEIS) 中进行评估时，可随时使用环境影响声明 (EIS)进行补充。

环境影响声明草案 (SDEIS) 是为了考虑与首选替代方案 （替代方案 9 - 第一阶段南部）相关的新信息而准备的。在现有 DEIS 分析的基础上，SDEIS 公开了与首选替代方案相关的新信息。它着重于新信息，但同时也引用了 DEIS 仍然有效的现有信息。 SDEIS 还描述了确定首选替代方案——替代方案 9 - 第一阶段南部的背景和内容。 SDEIS 将允许市民在 45 天的意见征询期内对首选替代方案进行审查和提出意见。

在 SDEIS 的意见征询期结束后，FHWA 和马里兰州交通运输部州际公路管理局 (MDOT SHA) 将会参考收到的意见，并将在最终环境影响声明 (FEIS) 中回应对 DEIS 和 SDEIS 的实质性意见。

SDEIS 的重点是什么？

SDEIS 重点关注与 I-495 和 I-270 管理车道研究（研究）的首选替代方案相关的新信息。该研究正在考虑在 DEIS 保持不变的特定研究范围内解决道路拥堵问题的替代方案：I-495 从在 Fairfax County, Virginia 的 George Washington Memorial Parkway 以南，包括替换的 Potomac 河上的 American legion Bridge， 到 MD 5 以西，沿 I-270 从 I-495 到 I-370 以北，包括位于 Maryland 的 Montgomery 和 Prince George 郡东西向的 I-270 支线。首选替代方案，替代方案 9 第 一阶段南部（在 **ES-图 1** 中以**深蓝色**显示），包括了仅在第 一阶段南部范围的构建改进。目前在 I-270 东支线至 MD 5 以东 的 I-495 公路上没有采取任何行动或改善措施（在 **ES-图 1** 中以**浅蓝色**显示）。虽然首选替代方案不包括对研究范围内 I-495 其余部分的改进，但未来可能仍需要对州际公路系统的其余部分进行改进，并将作为单独推进项目，这取决于额外的环境研究、分析以及与公众、利益相关者和地方机构的合作。

ES-1: I-495 和 I-270 管理车道研究——首选替代方案



研究的目的和需求是什么？

目的和需求声明与 **DEIS 第 1 章**和 **DEIS 附录 A** 中的完整目的和需求声明保持一致。但是，为了便于读者阅读，以下重申了目的和需求。

该研究的目的是开发一种交通需求管理解决方案来解决交通拥堵问题，在研究范围内提高 I-495 和 I-270 的出行可靠性，并提高现有和计划中的多模式机动性和连接性。

该研究的需求是：

- 适应现有车流量和长期车流量增长
- 提高出行可靠性
- 提供额外的道路交通选择
- 顾及国土安全
- 改善商品和服务的流动性

除了目的和需求之外，这项研究还确定了两个目标：(1) 使用可替代的资助方法以实现财务可行性；(2) 环境责任。有关研究目的和需求的其他信息，请参阅**第 1 章**和 DEIS，附录 A。

首选替代方案的目的和需求是否仍然有效？

确定替代方案 9 - 第一阶南部段为首选替代方案不会改变研究的目的和需求。无论建造方案有否被评估以及对首选替代方案的建造限制会有任何潜在的变化，研究区域总体的改善需求是仍有效的。为适应现有的和长期的交通增长、提高出行的可靠性，并提供额外的道路选择，该项目仍然需要解决研究区域的交通挑战。此外，如本 SDEIS **第 3 章**所述，MDOT SHA 将继续考虑新冠大流行导致的交通和机动性趋势的潜在变化，并将在 FEIS 中报告这些发现。

是否会处理有关 DEIS 的意见？

所有收到的有关 DEIS 和 SDEIS 的实质性意见都将在 FEIS 中加以审查和回应。

在过去的一年里，MDOT SHA 和 FHWA 考虑了收到的关于 DEIS 的近 3,000 条的意见，并与我们的合作机构和利益相关方合作，通过以下努力解决了收到的许多常见意见：

- 将首选替代方案和许可流程与分阶段交付方法相结合，重点是解决 American Legion Bridge 的严重拥堵问题。
- 避免并显著减少对物业、社区、历史、自然资源和公园用地的影响。
- 避免所有住宅和商业搬迁。
- 避免影响 Morningstar Tabernacle No. 88 Moses Hall and Cemetery。
- 确定现场和场外雨水的管理以满足监管要求。
- 监测和分析与 COVID-19 （新冠）大流行相关的交通影响，以了解对研究所产生的任何影响。
- 承诺优先改善自行车、行人和公共交通，以增加研究范围内出现的多种交通选择。
- 包括首选替代方案，也为拥有三（3）名或更多乘客的高载客车辆（HOV）、公交车、拼车/上下班交通车合用组、以及摩托车提供免收费出行，以减少对单人车辆出行的依赖并提供公平的出行选择。

自 2020 年 7 月 DEIS 发布以来，通过广泛的机构和利益相关方协调，把这项工作实现了，其中包括：

- 建立经济、运输和环境司法工作组
- 与市政当局、非政府组织、民选官员和社区举行了 60 多场个体利益相关者会议。
- 举行超过 80 次资源和监管机构会议，讨论 DEIS 的意见，避免、最小化和缓解机会；以及
- 与监管机构举行 60 多次现场和办公室会议，讨论自然资源影响、雨水管理、排水道扩建和许可。

有关避免、最小化和缓解工作的更多详细信息，请参阅 SDEIS **第 4 章**和**第 5 章**，有关公众和机构协调的更多细节，请参阅 SDEIS **第 7 章**。

COVID-19 大流行对研究有何影响？

COVID-19 全球大流行对世界各地人们的日常生活都产生了深远的影响，它影响了国家首都地区的居民和通勤者的工作、出行和休闲方式。这些变化改变了马里兰州、哥伦比亚特区和弗吉尼亚州所有道路（包括 I-495 和 I-270）的交通需求、运输使用和交通量。 MDOT SHA 一直在密切监测整个大流行期间交通模式的变化。有关 COVID-19 的出行分析和监测计划，请参阅 SDEIS，附录 B。该计划包括敏感性分析，该分析将确认对项目的需求，并验证如果未来需求低于预期，首选替代方案会带来好处。结果将包含在 FEIS 中。

交通数据显示，在 Maryland 发布居家令后，2020 年 4 月的交通量大幅下降，与 2019 年 4 月相比，I-270 和 I-495 的每日交通量减少了 50% 以上。随着 2021 年初疫苗投入使用，COVID-19 病例的相应下降，学校和企业的逐步重新开放，交通量持续恢复，截止至 2021 年 8 月已恢复到正常水平的 90% 以上，公共交通的使用量仍在缓慢恢复。根据 MDOT 新冠病毒跟踪网站上提供的数据，截止至 2021 年 8 月，马里兰州交通部马里兰州交通管理局 (MDOT MTA) 服务的使用率仍比大流行前水平下降了约 50%。

COVID-19 出行分析和监测计划将继续评估交通趋势，并确认如果未来需求与新冠大流行前的预测相比发生重大变化，在首选替代方案下提出的容量改进将是必要且有效的。 MDOT SHA 必须确保交通改善的发展，不仅满足我们州今天的需求，而且要满足未来超过 25 年的需求。由于长期出行趋势远未确定，而且最近的数据表明交通量正在反弹接近新冠大流行前的水平，因此 SDEIS 的预测将继续应用在 2020 年之前开发和校准的模型，用于评估 2045 年的预测情况。但是，MDOT SHA 将继续审查可用的新数据。作为 COVID-19 出行分析和监测计划（**SDEIS，附录 B**）的一部分，敏感性分析评估了与未来交通需求相关的几种“假设”情景，因为远程办公、电子商务和公交使用的潜在长期变化还在持续进行中。

有关 COVID-19 大流行对研究影响的更多详细信息，请参阅**第 3 章第 3.1.4 节**和 **SDEIS 附录 B**。结果将会在 FEIS 中公布。

环境影响声明补充草案

环境影响声明补充草案与最终的环境影响声明包括了哪些内容？

此 SDEIS 已准备好提供与首选替代方案（替代方案 9-第一阶段南部）相关的新信息。 FHWA 和 MDOT SHA 已经确定替代方案 9 -第一阶段南部为首选方案。

此 SDEIS 是对 在 2020 年 7 月 10 日发布的现有 DEIS 的补充。 SDEIS 仅限于关注新信息，同时在 DEIS 中引用仍然有效的信息。当条件适用时，有关现有条件、方法、DEIS 构建替代方案的效果评估，以及概念上的缓解的详细文档都会包含在 DEIS 所 附的研究技术报告（**附录 A 到 S**）里，并可在项目网站上进行阅览（https://495-270-p3.com/deis/#DEIS）。

SDEIS 提供了对首选替代方案的描述，以及相关的交通分析以和与首选替代方案相关的永久及临时影响。随着首选替代方案的推进，在避免、尽量减少和概念性缓解方面继续与资源机构进行协调。SDEIS 描述了从 2020 年 7 月 DEIS 出台到 2021 年夏季在避免、最小化和概念性缓解方面所做的努力。最终的缓解和承诺将列入决策记录 (ROD) 。

SDEIS 可供感兴趣的公民、民选官员、政府机构、企业和其它利益相关者在 45 天的评论期内以及在 2021 年 11 月 1 日的网络公开听证会上审查和评论首选替代方案（请参阅 oplanesmd.com/SDEIS 有关网络公开听证会的最新详细信息）。

在传阅 SDEIS 和审查及考虑所收到的意见后，我们会制订 FEIS。 FEIS 将专注于对数据任何的额外分析和改进，以及对收到的关于 DEIS 和 SDEIS 的实质性评论作出回应。在 FEIS 中提出的其他分析或最终分析包括：

- 首选替代方案的最终视觉影响评估，包括效果图和最终缓解方案。
- 首选替代品的最终空气质量分析，包括 了 CO、MSATs、温室气体排放和与建筑相关的空气质量影响。
- 最后的第 4(f) 节评估以及最终的最低总体危害分析。
- 最终环境正义 (EJ) 分析，包括对缓解措施的考虑、比较首选替代方案在 EJ 人群中的不利影响与非 EJ 人群参考社区中的不利影响进行比较，并最终得出是否会出现严重不利影响的结论。
- 最终缓解方案，包括了为以减轻通过与司法机构协调确定的所有资源不可避免地影响所有最终措施。
- 《湿地和洪泛区调查结果最终声明》确定了国家公园管理局对湿地和洪泛区影响的最终缓解措施。

- 最终申请——联邦/州联合申请和支持文件，适用于“改变任何洪泛区、水道、潮汐或非潮汐湿地”。

SDEIS 的格式是什么？

SDEIS 的格式与 2020 年 7 月 10 日的 DEIS 格式相同，一共有十个章节。

- **第 1 章**介绍了研究目的和需求，与 DEIS 中的内容没有变化，只是为了方便读者而进行了重复。此章节得到了*目的和需求声明*的支持（**DEIS，附录 A**，https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf）。
- **第 2** 章呈现了有关首选替代方案的介绍。它还描述了首选替代方案的其他常见要素，例如干扰限制 (LOD)、管理车道通道、雨水管理、排水道、施工和短期影响、交通要素、行人和自行车注意事项以及收费。
- **第 3 章**介绍了为 2045 无建造替代方案和首选替代方案进行的交通运营分析的结果。它还讨论了如何在交通分析中考虑新冠大流行的影响，以及对当地道路网络的影响。本章由 SDEIS，**附录 A 中的***交通评估备忘录 —— 替代方案 9： 第一阶段南部*提供支持。
- **第 4 章**介绍了与首选替代方案相关的永久和临时影响。在适用的情况下，它还提供了有关避免、最小化和减轻潜在环境影响措施的最新信息。最终缓解措施将包含在 FEIS 中。
- **第 5 章**介绍了第 4(f) 节评估的更新草案，它更新了第 4(f) 节与重要公园、休闲区和历史财产的首选替代方案相关的潜在用途和缓解措施，符合 1966 年美国交通部 (USDOT) 法案第 4(f) 节。本章是对*第 4(f) 节评估草案*（DEIS，附录 F，https://www.oplanesmd.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf）。
- **第 6 章**承认，在 2021 年 1 月 20 日，*第 13807 号行政命令：在基础设施项目的环境审查和许可过程中建立纪律和问责制，在第 13990 号行政命令*中撤销：*保护公众健康和环境和回归科学以应对气候危机。*
- **第 7 章**总结了自 DEIS 于 2020 年 7 月发布至 2021 年夏季以来针对该研究进行的公众宣传和机构协调。
- **第 8 章**介绍了 SDEIS 的编制者名单。
- **第 9 章**提供了 SDEIS 可供分发、审查和评论的机构、组织和个人名单，以及有关 SDEIS 公开可用性的信息。
- **第 10 章**介绍了 SDEIS 的参考资料。

SDEIS 注重于与首选替代方案相关的新信息。完整的 SDEIS 和支持附录可在项目网站上找到：oplanesmd.com/SDEIS。 2020 年 7 月 DEIS 中未更改的现有信息不会在 SDEIS 中重复，但 DEIS 和支持技术分析可在项目网站上查阅和参考：https://495-270-p3.com/deis/。

有哪些途径可以对 SDEIS 提出意见？

FHWA 和 MDOT SHA 邀请感兴趣的民选官员、州和地方政府、其他联邦机构、美洲原住民部落政府、组织和公众成员对 SDEIS 发表意见。研究和技术报告的 SDEIS 可以从项目网站上查阅并下载：oplanesmd.com/SDEIS。

公众意见征询期将从 2021 年 10 月 1 日开始，持续到 2021 年 11 月 15 日。*书面和口头意见都将被平等考虑。* MDOT SHA 和 FHWA 将审查所有评论意见，并在准备 FEIS 的过程中考虑并回复在该日期之前收到或邮寄的所有实质性评论。在该日期之后收到或邮寄的评论将在可行的范围内进行审查和考虑。网络公开听证会将于 2021 年 11 月 1 日举行。有关公开听证会详情的最新信息，请访问 oplanesmd.com/SDEIS。

可以通过以下方式对 SDEIS 发表意见：

- 在 2021 年 11 月 1 日的网络公开听证会上的口头发表评论
- oplanesmd.com/SDEIS 上的 SDEIS 意见表
- 发送电子邮件至 MLS-NEPA-P3@mdot.maryland.gov
- 邮寄信件至 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- 拨打 855-432-1483 发表评论，并留下限时三分钟的语音信息

替代方案

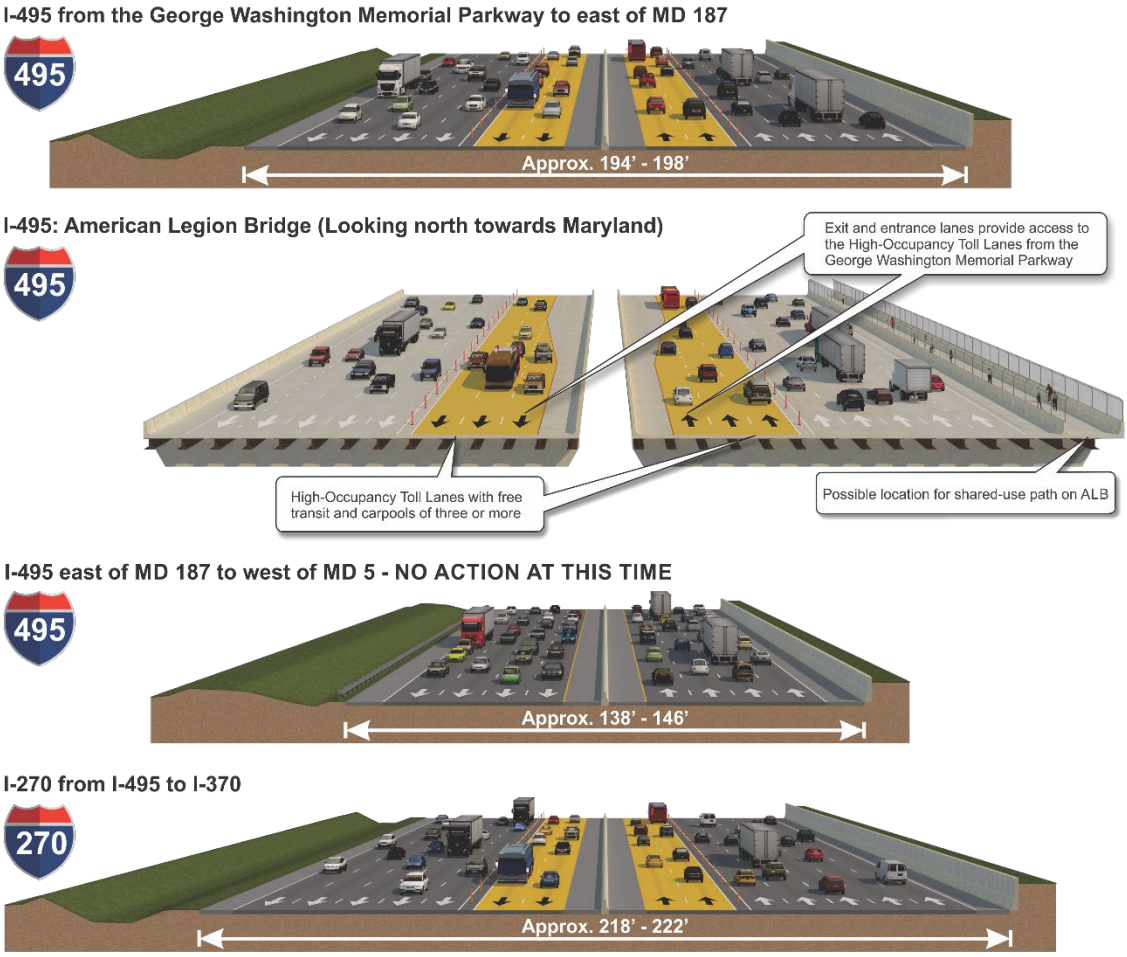
什么是首选替代方案？

在 2021 年 1 月，根据交通、工程、财务和环境分析的结果以及公众意见，替代方案 9 被宣布为 MDOT SHA 推荐的首选替代方案。在与机构和利益相关方就替代方案 9 作为推荐的首选替代方案进行了几个月的进一步协调并听取了他们的意见后，MDOT SHA 决定调整该研究，以与之前确定的分阶段交付和许可方式保持一致，该方式仅侧重于第一阶段南部。因此，FHWA 和 MDOT SHA 确定了一个新的推荐首选替代方案：替代方案 9 - 第一阶段南部。替代方案 9 – 第一阶段南部包括了和替代方案 9 中的一部分提出的相同改进，但仅限于第一阶段南部（图 ES-1）。该首选替代方案是在与资源机构、公众和相关利益方协调后确定的，用于直接回应收到的关于 DEIS 的反馈，并使 NEPA 核准与 P3 项目计划的项目分阶段交付和许可方式保持一致。 FHWA[1] 和合作机构*同意在 2021 年 6 月将替代方案 9 – 第一阶段南部作为首选替代方案。

首选替代方案包括了仅在第一阶段南的范围内（图 ES 2）， I-495 和 I-270 上的双车道高承载收费 (HOT) 管理车道网络。在 I-495 上，首选替代方案包括在从 George Washington Memorial Parkway 到 MD 187 以东的每个方向增加两条新的 HOT 管理车道。在 I-270 上，首选替代方案包括在每个方向上将现有的一个 HOV 车道转换成 HOT 管理车道，并在 I-270 上从 I-495 到 I-370 以北以及 I-270 东、西支线的每个方向上增加一条新的 HOT 管理车道。目前在 I-270 东支路以东到 MD 5 的 I-495 上没有任何施工且未进行任何改进。沿着 I-270，从 Montrose Road 到 I-370 的现有收集及分配 (C-D) 车道将作为建议改进的一部分被移除。管理车道将通过放置在四英尺宽的缓冲区内的塔架与通用车道分开。公交车和 HOV 3+ 车辆将被允许免费使用管理车道。

[1] NCPC 和 M-NCPPC 并未同意首选替代方案。

图 ES-2：替代方案 9 – 第一阶段南部典型路段（HOT 管理车道由黄色显示）



首选替代方案中包含哪些公交部分？

虽然独立的交通替代方案被证实不符合研究的目的和需求，但首选方案包括了与项目目的一致的交通元素，即增强现有和计划中的多方式机动性和连通性。（请参阅**第 2 章第 2.3.7 节**，了解有关首选替代方案中交通相关要素的更多详细信息。）为了推进这一关键设想并解决迄今为止收到的公众和机构意见，MDOT SHA 确定了在首选替代方案中有关交通移动性和连通性的改进机会。其中包括以下要素：

- 允许公交车免费使用 HOT 管理车道，以提高出行速度，确保可靠的出行，并连接到当地的公交车服务/系统，其处于衔接城市和郊区活动以及经济中心的干线上
- 容纳从拟建的 HOT 管理车道到现有公交站和计划中的公交枢纽中心开发项目的直接和间接的公交连接，包括 Shady Grove 地铁 (I-370)、Twinbrook 地铁 (Wootton Parkway)、Montgomery Mall 公交中心 (Westlake Terrace) 和 Medical Center 地铁（MD 187）。
- 通过改善区域公共交通来改进现有和计划中的公共交通并支持区域公交服务的新机会，将会作为首选替代方案的一部分，它包括了：
    - 在 WMATA Shady Grove 地铁站建造新的公交站
    - 增加 Westfield Montgomery Mall Park and Ride 的停车容量

交通工作组以及由 Virginia 路线和公共交通部以及 Maryland 交通部 Maryland 交通管理局提出的 I-495/American Legion 大桥交通/交通需求管理 (TDM) 联合研究也同样考虑了交通要素。这两项举措都出现在了报告中。

与公交工作组协调完成的*公交服务协作报告*已于 2020 年 6 月在 P3 项目网站 (https://495-270-p3.com/transit-benefits/) 上向公众发布，它被用于向受影响的郡和交通供应商通报管理车道提供的重要交通机会，例如最大限度地提高可靠性和速度优势的策略；为服务区未来资本和运营需求的评估和优先排序提供基础；并开始讨论将区域公交服务纳入 P3 项目的方法。

I-495/ALB Transit/TDM Final Report and Plan 于 2021 年 3 月完成并发布在网上 (http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf) 它确定了一系列潜在的投资方案，以提供新的机动性选择来服务两个州之间的出行。每个方案都概述了交通服务要素、技术改进、公交援助计划和停车需求的组合。投资方案提供了使用更少车辆运送更多人通过 American Legion 大桥 (ALB) 的选项。

通过 P3 协议做出了哪些额外的公交承诺？

在 2021 年 8 月 11 日，根据 Maryland 法律，MDOT 和 MDTA 提交并获得了公共工程委员会的批准，将第一阶段 P3 协议授予选定的提议者，用于与 P3 项目第一阶段南部相关的前期开发工作。作为其提案的一部分，阶段开发商已承诺在第一阶段南部的运营期内为 Montgomery 郡的公共交通服务提供大约 3 亿美元的资金。

为了进一步支持公共交通服务，MDOT 已承诺，在第一阶段南部 P3 部分协议的财务结算时，将提供不少于 6000 万美元的资金，用于设计和许可 Montgomery 郡的高优先级交通投资，例如 Corridor Cities Transitway 第一阶段、在 MD 355 Corridor 的快速公交车系统或其他高优先级项目，以及建造和装备 Metropolitan Grove 公交车运营和维护设施。

ALB 桥的替换是管理车道研究 (Managed Lanes Study) 的一部分吗？

是的，首选替代方案将 (ALB)完全替换为一座新的、更宽的桥（不扩大现有的桥），以容纳每个方向的两个 HOT 车道。现有的桥梁已经有近 60 年的历史，无论这项研究如何，我们都需要在未来十年的某个时候进行更换。新桥将分阶段建造，以便在建造过程中始终保持现有车道的数量不变。重建的 ALB 将包括一条共享的使用路径，以提供弗吉尼亚州和马里兰州之间的自行车和行人连接。请参阅 **SDEIS，第 2 章，第 2.3.8 节**，了解所考虑的共享使用路径选项。

首选替代方案是否有处理雨水管理问题？

是的，初步的、概念性的雨水管理 (SWM) 已经为首选方案完成分析，并用于协助确定 LOD。(详见本文档**第 2 章第 2.3.2 节**) 。根据 2007 年的《马里兰州雨水管理法案》，MDOT SHA 将根据 SWM 法案的要求，确保 SWM 中水的数量及质量的要求，并将提供处理和改善目前的条件。

对于首选方案，除 ALB 的排水段外，每个排水段均满足水量管理要求。根据典型的做法，由于直接向主要水道 Potomac River 排放，ALB 可以获得数量豁免。

在水质要求方面，首选方案将在实际可行的范围内最大限度地满足现场环境设计 (ESD) 的要求。然而，由于需要处理的不透水面积的数量和现有场地的限制，我们无法在所有排水区段提供所需的水质。对于那些无法实地满足水质要求的排水区段，将在 MDOT SHA *沉积物和雨水指引及程序* (SSGP) 第 5.5 节所定义的同一流域内使用补偿雨水管理来弥补不足。根据非排水区段补偿雨水管理分析的结果，我们确定了许多潜在的水质站点以满足并超过首选方案要求的全面不透水区处理 (IAT)。（有关雨水管理的补充详情，**请参阅第 2 章，第 2.3.2 节及 SDEIS 附录 C**）

对 I-495, I-270 洲际公路东支线到 MD 5 东面的改进进行了研究，结果如何？

虽然首选方案不包括在研究范围内对 I-495 剩余部分的改进，但未来仍可能需要对州际公路系统的剩余部分进行改进。任何此类改进都将单独进行，并且需要经过额外的环境研究、分析和与公众、利益相关方和地方机构合作。

收费

为什么新车道需要收费，为什么州政府需要开发商建造新车道？

马里兰州没有资金建设如此巨大规模的改善工程，其估计成本与第一阶段南部改善工程的估计成本一致，约为 30 至 35 亿美元。此外，即使有了偿还贷款的通行收费，州政府也没有足够的担保能力来贷款支付改善工程。因此，州政府通过竞争的方法选择了一个阶段开发商，并签订了 P3 阶段协议。根据该协议，开发商将在一段时间内使用通行费收入来进行设计、建造、融资、运营和维护管理车道。MDOT SHA 将继续拥有 I-495 和 I-270 的所有车道，并确保高速公路满足其预期的运输功能。

如何设定收费标准？

收费的费率范围设置过程由 MDTA 主导。他们是唯一有权根据《马里兰州注释代码运输条款第 4-312 条》和 COMAR 第 11 章交通部，第 07 小标题，第 05 章修订收费时间表的公告 (11.07.05) 规定设置、修改和固定收费费率的州单位实体。MDTA 负责为第一期南部界线设定收费范围，并进行收费工作。

收费范围的设定过程是围绕 MDTA 工作人员提出的一项建议进行的。该建议旨在建立最低收费标准、最高收费标准、最低和最高收费标准范围内的软收费上限、年度收费升级过程以及特定类型车辆的收费折扣。

进行公开听证会和记录公众意见的过程在《马里兰州法典》运输条款第 4-312 条中有具体规定。初步提案已于 2021 年 5 月 20 日提交 MDTA 理事会。按照这个过程，委员会投票决定将收费建议提交给公开听证会和公众评议期，从而确保公众参与收费范围的设定过程，并通过提供公众审查和评论的机会来遵守州法律。

2021 年 7 月 12 日和 14 日会进行公开听证会。所有供听证会的材料包括信息和研究中使用的分析来说明收费范围的提议都已公布在 MDTA 的网站并持续供公众浏览：https://mdta.maryland.gov/ALB270TollSetting. 该方案的评论期从 2021 年 5 月 20 日持续到 8 月 12 日。在 2021 年 8 月 26 日的 MDTA 理事会会议上，MDTA 的工作人员提交了在公开听证会上收到的所有公众意见的摘要和分析。此外，他们还回答了理事会成员提出的问题。收到的公众意见摘要和对这些意见的分析可在 MDTA 的网页 mdta.maryland.gov/ALB270TollSetting/PublicParticipation 上找到。

在考虑了公众意见后，MDTA 工作人员在 2021 年 9 月 30 日的理事会会议上提出了最终的收费范围建议。这个最终收费范围将是委员会建议采取的行动，它可在 MDTA 的网页 mdta.maryland.gov/ALB270TollSetting 上查询。

收费标准是什么？

首选替代方案的设计目标是在 HOT 车道上保持每小时 45 英里或更高的速度，而不是仅仅关注收入。HOT 车道的目标是保持交通顺畅，并利用定价因素来影响交通流量。因此，我们将设置收费范围以确保 HOT 车道按照既定的运营指标运行，这是应用了供与求的经济原则来影响 HOT 车道的

使用。如果在收费范围设定过程结束时获得批准，第一阶段的开发商将负责在已确定的收费范围内设定收费。

建议的首选替代方案——第一阶段南部的收费范围可在 MDTA 网站 http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal 上查询。收费范围包括 HOT 车道的最低收费、软收费上限和最高收费。费率还将包括年度升级因素，以确保费率范围足以覆盖 P3 计划协议的整个期限（预计为 50 年）。收费将是动态设定的，这意味着它们可以根据 HOT 车道的交通量或速度每 5 分钟改变一次，为选择使用 HOT 车道并支付通行费的客户提供更快、更可靠的旅行。实际收费的费率将根据每个收费路段上实时流量而变化。

Some 运输和交通

SDEIS 更新了什么车流量分析？

不建造和首选方案的交通分析是从 2040 设计年更新到 2045 设计年，使用的是更新版本的 MWCOG 区域预测模型 (version 2.3.75)。DEIS 使用了 MWCOG 模型的早期版本 2.3.71。这是研究开始时的最新可用版本，仅预测到 2040 年的车流量需求。

使用更新的 2045 年预测未来的交通状况，评估了首选替代方案，并将其与不建造条件进行了比较。这些关键的运营指标包括：速度、延误、旅行时间、服务水平、吞吐量以及对当地交通网络的影响。这些指标与 DEIS 中用于评估和比较备选方案的指标相同。请参阅 **SDEIS 的第 3 章**和 **SDEIS 的附录 A** 了解更多详情。

SDEIS，第 3 章还讨论了 MDOT SHA 如何考虑 COVID-19 大流行对交通需求和预测的影响。详见**第 3 章 3.1.4 节和 SDEIS，附录 B**。

交通营运分析的结果是什么？

本 SDEIS **第 3 章**和 **SDEIS 附录 A** 对 2045 设计年度的无建造方案和首选方案的交通运行评估结果进行了总结。

不建造替代方案不会解决在现有条件下遇到的任何重大操作问题。它将无法适应长期的交通增长，导致旅行速度缓慢，严重的时间延误，旅行时间过长，和不可靠的道路网络。与 DEIS 中显示的 2040 年无建造结果相比，2045 年的无建造结果显示，由于预计在 2040 年至 2045 年之间的额外交通增长，I-495 和 I-270 上的延误和出行时间将会更高。尽管 2045 年的预测中包括了额外的交通项目，它们有助于略微减少周围当地道路网络的预计延误，但预计的交通流量仍将会增长。

即使**首选替代方案**不包括对大部分研究区域采取行动或进行改进，预计该方案仍旧将为系统提供切实的运营效益，以避免和尽量减少影响。这个方案将显著提高美国军团桥（American Legion Bridge）和 I-270 南部路段的吞吐量，同时减少拥堵。与“无建造方案”相比，它还将提高速度和可靠性，并减少沿 I-495、I-270 和周围道路网络的大部分旅行时间和延误。尽管与“建造方案”相比，“首选替代方案”对交通运营的改善较少，“建造方案”包括 DEIS 评估的全部 48 英里研究范围（如备选方案 9 和 10），选择它的部分依据是公众和利益相关者的反馈，他们表示强烈希望消除对 I-495 公路顶部和东侧的物业和环境的影响。在 2045 年设计年的 PM 高峰期间，I-270 北行和 I-495 内环将出现拥堵。原因是下游的瓶颈超出了首选方案的范围。

FEIS 和州际接入点批准 (IAPA)是 FHWA 为确保州际系统的安全性、运营和工程可接受性而批准的，它将包括对未来干线和首选替代方案本地化运营影响的更详细的评估。在国家环保局 NEPA 商定和进行最终设计期间，将对所选方案进行进一步的安全性和运营评估。

总的来说，首选替代方案提供的切实可行的操作明显优于不建造方案。

环境资源、影响和缓解

首选替代方案对环境资源的影响是什么？

首选替代方案中提出的对环境的影响在**第 4 章**里有描述。自 DEIS 公布以来，设计在首选替代方案上取得了进展。与建设相关的永久性或长期、临时性或短期影响都被量化并呈现在 SDEIS 中。**表 ES-1** 列出了首选替代方案的环境影响摘要。

表 ES-1：首选替代方案的可量化影响摘要

资源	长期的 [1]	短期的 [1]	总数 [1]
对公园物业的潜在影响（英亩）	21.0	15.1	**36.1**
所需通行权的总数 [2]（英亩）	97.2	18.7	**115.9**
直接受到影响的物业数量（个）	-	-	**501**
迁居个案数（个）	-	-	**0**
搬迁商家数量（个）	-	-	**0**
受不良影响的历史物业数目 [3]（个）	-	-	**11**
受影响的噪音敏感地区（个）	-	-	**49**
涉及危险物料地点（个）	-	-	**255**
州政府特别关注的湿地（英亩）	0	0	**0**
湿地 [4]（英亩）	3.7	0.6	**4.3**
湿地 25 英尺缓冲区 [4]（英亩）	6.5	0.6	**7.1**
水道 [4]（平方英尺）	673,757	343,945	**1,017,702**
水道 [4]（直线英尺）	43,852	2,701	**46,553**
第 2 层集水区（英亩）	0	0	**0**
100 年的洪泛区 （英亩）	33.7	15.1	**48.8**
森林冠层（英亩）	479.6	20.3[5]	**500.1**
珍稀、受威胁和濒危物种栖息地（英亩）	33.4	23.0	**56.4**
敏感物种项目审查面积（英亩）	24.5	20.0	**44.5**
独特及敏感地区（英亩）	139.2	29.4	**168.5**

注：本表中的影响是针对首选替代方案的主要改进。任何与补偿性雨水管理有关的影响都是初步的，并在 SDEIS 附录 C 中进行了讨论。

[1] 所有的数值都四舍五入到十分位

[2] 通行权是基于州记录研究的，必要时需填上郡通行权 。

[3] 有关对历史建筑的影响的更多细节，请参阅第 4 章第 4.7 节。

[4] 有关对湿地和水道的影响的补充，请参阅**表 4-25 第 4.12 节**。

[5] 临时森林冠层的影响是指不会被永久获取或因道路建设而改变的被清除的森林区域。这些地区将会进行重新种植。根据最终的设计，我们将避免和最小化影响森林冠层，并在通路内进行最大限度的重新种植。

蓝色文本 = 调整后用来匹配表格 4-1，第 4-3 页 (11/10/21)

考虑了哪些可以避免和减少影响环境资源的机会？

自 DEIS 公布以来，通过与监管和资源机构的广泛协调，避免和尽量减少对历史资产、公园、湿地、湿地缓冲区、水道、森林以及联邦应急管理局的 100 年泛洪区的机会。首选替代方案只在第一阶段南部的范围内进行建筑改进，避免了超过 100 英亩的公园用地和数百个湿地溪流。在此项研究的初步阶段，首选替代方案所涉及的影响已在所有范围内切实可行地被避免或最大程度地减少，尤其是在一些敏感区域或有休闲价值的资源如 American Legion 桥周边的 NPS 公园物业。详情请参阅本文件第 2、4、5 章。通过适用的监管和资源机构进行持续的和未来的协调，将继续努力避免、尽量减少和减轻影响。最终的避免、减少和减轻环境影响的措施将记录在 FEIS 中。

在 Morningstar Tabernacle No. 88 Moses Hall and Cemetery Property，首选替代方案 LOD 采取了哪些减少环境影响的措施？

在 DEIS 公布后，为了回应公众、机构和利益相关者的意见，马里兰州交通运输部州际高速公路管理局 (MDOT SHA)在 Morningstar Tabernacle No. 88 Moses Hall and Cemetery Property 改善了 LOD。在 2021 年冬季末，对 Morningstar Cemetery 的影响从替代方案 9 DEIS 报告中的 0.3 英亩（13,068 平方英尺）减少到大约 14 平方英尺的临时区域，用以建造物业旁的噪音阻隔屏障。这一努力也避免了公墓区域内的任何地面干扰。这一减少是设计修改的结果，回应了公众和机构的意见，包括改变 Cabin John Parkway 的立交坡道以减少对公墓物业的影响。在 2021 年夏季，进行了额外的调查以探测和标出 Morningstar Cemetery 边界和附近可能存在的标记和未标记的墓地。根据这次调查的结果，我们对设计做了进一步的改进，现已完全避免使用 Morningstar Cemetery 的物业。

美国军团桥（American Legion Bridge）周边的公园物业和相关资源上，首选替代 LOD 实施了哪些减少措施？

这是自第 4(f) 章节和 DEIS 评估草案以来围绕 ALB 采取的最重大的避免和减少措施。MDOT SHA 和 FHWA 与国家公园管理处（NPS）于 2020 年 12 月 8 日会面，商讨了 DEIS 中临近美国军团桥（ALB）的 LOD。国家公园管理处（NPS）要求 MDOT SHA 重新评估临近美国军团桥（ALB）的 LOD 以减少对 NPS 土地及其自然资源的影响。MDOT SHA 召集了一个由国家和地方桥梁设计、自然资源和文化资源专家组成的 ALB 攻坚小组，他们的任务如下：

在切实可行的情况下，研制和评估替代方案，以避免并减少对 NPS 的 C&O Canal National Historic Park 和 George Washington Memorial Parkway 的整体影响。

ALB 攻坚小组考虑了桥梁建设方法以确定是否有任何方法可以进一步限制 LOD。ALB 攻坚小组对以下进行了细致的调查：一个自上而下的分段施工方法；一个自上而下的缆索拉直方法；以及一个滑入式的桥梁施工方法。此外，在进行了现场分析和审查了现有信息后，MDOT SHA 和 ALB 攻坚小组决定沿 Clara Barton Parkway 整合到河流北侧上，消除了桥梁周围的其他三个象限的施工通道，显著地降低对 NPS 土地的影响。这将通过在西北象限的 Clara Barton Parkway 上建造一个临时的施工通道入口，并在 C&O Canal 上面安装一座临时的路桥和一条与 C&O Canal 拖船道平行的临时运输道路来实现。这一努力将使对 George Washington Memorial Parkway 的影响减少 7.8 英亩，对 Chesapeake & Ohio Canal National Historical Park 的影响减少 5.3 英亩。详见第 4 章，第 4.12.4 节了解 ALB 攻坚小组的更多细节。

如何缓解不可避免的环境影响？

对于无法避免的环境资源影响，在 DEIS 中已提升了概念性减轻措施。建议的概念性缓解在**第 4 章**的适用资源中进行了讨论，并在*概念性缓解计划*（DEIS, 附录 Q）中对以下资源进行了进一步详细说明：湿地；森林；稀有、受威胁和濒危物种；公园；文化资源；噪音；空气；物业；有害物质；地形；地质；土壤；地下水；环境公正；视觉审美；水生物；以及独特和敏感的区域。进一步的缓解措施会随着研究进展及根据公众、利益相关方和机构对 SDEIS 的意见被确定和改善。最终的缓解措施将记录在 FEIS 中。

什么是第 4(f)章节修订草案？

USDDOT1966 年法案 4(f)章节，经修订（49U.S.C. 303(c)）明确规定，USDOT，包括 FHWA，不能批准使用公共公园，休闲区域，野生动物或水禽保护地，或公共或私人历史遗址的土地，除非符合以下条件：

- FHWA 确定对物业上土地的使用无其他可行及谨慎的避免替代方案，且行动包括了所有可能的计划以尽量减少由于这种使用对该物业土地造成的损害（23 CFR §774.3(a)(1) 和 (2)）；或
- FHWA 裁定，使用第 4(f)章节规定的物业，包括申请人承诺为减少伤害采取的任何措施，将对物业造成最小的影响（23 CFR §774.3(b)）。

自 2020 年 7 月第 4(f)章节评估草案和 DEIS 公布以来，首选替代方案被认定为替代方案 9-第一阶段南部，包括了 DEIS 中替代方案 9 和第 4(f)章节评估草案的部分内容中提出的相同的建设改进，但仅限于第一阶段南段。研究不包括超出第一阶段南段范围的行动或改进。首选替代方案的确定考虑了进一步与跟各机构及利益相关方，包括 4(f)章节物业的司法官员（OWJs）的合作及听取意见。首选替代方案是对收到的要求避免使用第 4(f)章节资源的意见作出回应，并使研究与之前确定的分阶段交付和许可方法保持一致。

SDEIS 的第 5 章包括更新的第 4(f)章节评估草案，为首选替代方案提供信息。更新的第 4(f)章节评估中包含的信息将告知 FHWA 对首选替代方案使用第 4(f)章节物业的考量。SDEIS 此章节提供了第 4(f)章节评估草案的更新补充信息，该草案被列为 DEIS 附录 F。此补充资料不会取代第 4(f)章节评估草案；它只提供额外的分析。第 4(f)章节评估和本补充条款遵循已建立的 USDOT 23 CFR 774, FHWA's 2012 Section 4(f) 23 CFR 774, FHWA's 2012 Section 4(f)政策文件和 23 U.S.C. 138 and 39 U.S.C. 303 的规定。

第 4(f)章节的影响是什么？

使用第 4(f)章节物业有以下情形:

i. 当土地被永久并入在交通设施内；
ii. 当土地被临时占用，违反了由 23 CFR §774.13(d)条例的标准确定的保护目的；或
iii. 根据 23 CFR §774.15 的标准对第 4(f)章节规定的进行建设性使用。

首选替代方案将避免使用第 38 节 4(f)章节，大约 105 英亩与 DEIS 建设替代方案相关的的土地。首选替代方案将要求使用共 39.1 英亩的 21 个 第 4(f) 章节物业（包括临时和永久的），而 DEIS 建设替代方案 9 的总计是 146.8 英亩的土地。

请参阅 SDEIS, 第 5 章，5.2 节和 DEIS，附录 F 了解更多细节。第 4(f)章节影响的概念性缓解措施已确定，但与司法官员（OWJs）就第 4(f)章节物业上的协调仍在进行中。4(f)章节最终评估将反映与司法官员（OWJs）的持续协调以协调影响和缓解并将与 OWJs 的协调最小化。第 4(f)章节最终评估也将包括分析的最终定稿，以展示所有可能减少损害的计划，和最终的最低总体损害分析，以及最后的缓解承诺。

本研究的下一步是什么？

FHWA 和 MDOT SHA 已经批准了这一环境影响声明补充信息（SDEIS），并发送给联邦、州和地方各机构以及各组织和其他相关方，并交由公众审阅。在为期 45 天的 SDEIS 审查期间，将举办网上络公开听证会；评论截止日期是是 2021 年 11 月 15 日。在此 45 天审查期内，SDEIS 可在公众场所的学习走廊和项目网站 oplanesmd.com/SDEIS 上获得。对 SDEIS 的意见无论是口头的还是书面的，都将被公平对待，并可通过以下方式提出：

- 在 2021 年 11 月 1 日的网络公开听证会上的口头发表评论
- oplanesmd.com/SDEIS 上的 SDEIS 意见表
- 发送电子邮件至 MLS-NEPA-P3@mdot.maryland.gov

- 邮寄信件至 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- 拨打 855-432-1483 发表评论，并留下限时三分钟的语音信息

在 45 天的审查期过后，MDOT SHA 和 FHWA MDOT SHA 和 FHWA 将审查所有评论意见，并在准备 FEIS 的过程中考虑并回复在该日期之前收到或邮寄的所有实质性评论。在该日期之后收到或邮寄的评论将在可行的范围内进行审查和考虑。除了处理所有收集到的关于 DEIS 和 SDEIS 的实质性的意见外，FEIS 还将总结在 SDEIS 中没有细化或量化的额外和更新信息以及缓解措施。ROD 将在最终的设计和建设中记录执行的承诺。

公私合作（P3）项目

什么是 P3?

公私合作（P3）是资本项目交付的另一种模式。P3 是一种公共或政府部门与私营实体之间的合作关系。P3 寻求利用私营部门的专业知识、创新和资金来进行公共基础建设，使公共基础设施的所有者和用户收益。P3 寻求成功地利用公共和私营部门各自的优势，以具有成本效益和及时的方式建设大型、复杂的基础设施项目。P3 协议的职能包括设计、建造、融资、运营和维护交通设施。为帮助理解 NEPA 和第一阶段招标过程，提供以下限值定义。

- 第一阶段：ALB 南部至 I-270 的 I-495 和从 I-495 至 I-70 的 I-270。这些也是 P3 协议第一阶段的范围。
- 第一阶段南部：从 ALB 南部至 I-270 的 I-495 和从 I-495 至 I-370 的 I-270.这些也是 NEPA 首选替代方案的范围。
- 第一阶段北部：从 I-370 至 I-70 的 I-270.

第一阶段征集过程和 P3 协议的情况如何？

Maryland BPW 最初于 2019 年 6 月批准了 P3 项目的 P3 委任，并于 2020 年 1 月提供了补充批准。这些批准允许 MDOT SHA 通过寻找第一阶段的开发商，使用阶段性 P3 程序来设计和建设 P3 项目的第一阶段。这种渐进的方法允许在 NEPA 过程中，在没有具备最终承诺的情况下进行招标过程。

作为阶段性 P3 征集的一部分，MDOT 在 2020 年 2 月遵循了一项征求意见书（RFP）程序，寻找感兴趣的阶段性开发商。MDOT 和 MDTA 在地方司法管辖区的参与下，于 2020 年 7 月拟定了一个有四家优质申请人的入围名单。其中三家提交了进入第一阶段 P3 阶段协议的方案，以协助前期开发工作，交付的第一阶段包括从 ALB 至 I-270 的 I-495，以及从 I-495 至 I-70 的 I-270 沿线。在 2020 年 2 月，MDOT SHA 确定了能够对本州最有利的方式，最佳地执行项目的选定申请人。

在 2021 年 8 月 11 日，根据 Maryland 法律，MDOT 和 MDTA 向公共工程委员会提交了第一阶段 P3 协议，并获得了批准，该协议将授予选定的申请人一个为这项工程创立的合资公司，名为 Accelerate Maryland Partners, Inc. (AMP)。他们将完成 P3 项目第一阶段的前期开发工作。

依照第一阶段 P3 协议的条款和条件，MDOT 和 AMP 将进一步推进第一部分的前期开发工作，其中包括从 George Washington Memorial Parkway 周边穿过 American Legion 桥至 I-270 以及直至 I-370 的 I-270，（“第一阶段南部”）。SDEIS 中的首选替代方案与第一阶段南部范围一致，这是计划在项目下交付的第一部分。作为提案中的一部分，阶段开发商已经承诺在第一阶段南部的运营期间为 Montgomery 郡的运输服务提供大约 3 亿美元。为进一步支持交通服务，MDOT 已承诺在第一阶段南部的 P3 协议财务结算时，提供不少于 6 千万美元的资金用于设计和保障 Montgomery 郡

高优先级交通投资，例如走廊城市运输通道阶段 1，MD 355 走廊的快速公交，或其他高优先级项目以及建设和装备 Metropolitan Grove 公交运营和维护设备。

AMP，作为阶段开发商，正与 MDOT, MDTA 以及利益相关方合作开展前期开发工作，包括改进初步设计和尽职调查活动，以进一步减少影响。在完成第一阶段南部的前期开发工作和 FEIS 后，MDOT 将寻求最终批准从 BPW 推进 P3 的部分协议。此协议下的阶段开发商（称作“部分开发商”）的子公司将负责最终的设计、建设、融资、运营，并对某一特定区域进行为期 50 年的维护。

개요서

개관

보충 환경영향평가서가 의도한 목적은 무엇입니까?

환경영향평가서(EIS)는 미 연방규정집(CFR) 23 조 771.130 항에 의거하여 연방도로청(FHWA)이 환경영향평가서(DEIS) 초안에서 제안된 조치의 환경적 우려나 영향과 관련해서 제안된 조치나 새로운 정보가 평가되지 않았다고 판단할 경우 언제라도 보완될 수 있습니다. 이번 보충 환경영향평가서(SDEIS)는 우선적 대안인 대안 9 – Phase 1 South 과 관련한 새로운 정보를 고려하기 위해 작성되었습니다. 기존 환경영향평가서 초안(DEIS)에 포함된 분석과 유효한 정보를 토대로, SDEIS 는 우선적 대안과 관련한 새로운 정보를 공개하고 있습니다. 또한 SDEIS 에서는 우선적 대안인 대안 9-Phase 1 South 가 선정된 배경과 맥락을 설명하고 있습니다. SDEIS 는 45 일 간의 의견 수집 기간 동안 우선적 대안에 대한 검토와 의견 제시를 하실 수 있도록 일반 대중에게 공개됩니다. SDEIS 관련 의견 수집 기간이 끝난 후, FHWA 와 메릴랜드주 교통부 주 고속도로국(MDOT SHA)이 DEIS 와 SDEIS 관련 수집된 의견을 고려한 후 최종 환경영향평가서((FEIS)에서 중요한 의견에 대해 답변할 것입니다.

SDEIS 는 어디에 주안점을 두고 있나요?

SDEIS 는 I-495 및 I-270 관리 차로 연구(이후 연구)의 우선적 대안과 관련한 새로운 정보에 주안점을 두고 있습니다. 동 연구는 DEIS 와 동일한 연구 범위, 즉 Potomac 강을 가로지르는 American Legion Bridge 교체를 포함한 버지니아주 패어팩스 카운티 George Washington Memorial Parkway 남쪽에서 MD 5 서쪽까지의 I-495 구간, 그리고 메릴랜드주 몽고메리 카운티와 프린스 조지 카운티에 위치한 I-270 동서 지선을 포함한 I-495 에서 I-370 북쪽까지의 I-270 구간 내에서 도로 혼잡을 해결하는 여러 대안을 고려하고 있습니다. 우선적 대안인 대안 9-Phase 1 South(ES- 그림 1 에서 진한 파랑색으로 표시)에는 Phase 1 South 의 경계선 내에서만 개선 조치를 건설하는 것을 포함합니다. I-270 east 지선 동쪽 I-495 에서 MD 5 구간 상에서 지금 현재 진행 중인 개선이나 조치는 없습니다. (ES-그림 1 에서 옅은 파랑색으로 표시) 동 연구의 범위 내에서 우선적 대안은 그 외 기타 I-495 구간에 대한 개선 조치는 포함하고 있지 않지만 향후에 기타 주간 도로망에서 개선 조치가 필요할 수 있고 추가적 환경영향평가 연구, 분석 및 일반 대중, 이해 당사자, 현지 정부 기관과의 협력에 따라 별도로 추진될 수 있습니다.

ES-1: I-495 및 I-270 관리 차로 연구 대상 구간 – 우선적 대안



이번 연구의 목적은 무엇이고 왜 필요한가요?

목적과 필요 설명서는 **DEIS, 1** 장과 **DEIS, 첨부 A** 에서 설명된 것과 같습니다. 그러나 독자를 위해 아래에 다시 목적과 필요가 기재되어 있습니다.

이번 연구의 목적은 연구 대상 지역 내 I-495 및 I-270 상 도로 혼잡과 이동의 신뢰성을 해결하는 교통 수요 관리 솔루션을 개발하고 기존 및 예정된 여러 교통편 간의 이동성과 연결성을 개선하는 것입니다.

이번 연구가 해결해야 할 필요:

- 기존 교통량과 장기적 교통량 증가를 수용
- 이동 신뢰성 개선
- 추가적인 도로상 이동 선택권 제공
- 국토 보안 니즈 수용
- 재화 및 용역 이동 개선

상기한 이번 연구의 목적과 필요에 더불어 두 가지 목표도 확인할 수 있었습니다: (1) 대안적 자금 제공 방식 활용으로 재정적 실행 가능성 개선 (2) 환경적 책임. 이번 연구의 목적과 필요에 대한 추가적인 정보는 **DEIS 1 장**과, **첨부 A** 를 참고해 주십시오.

우선적 대안에서도 상기한 목적과 필요가 유효한가요?

대안 9 – Phase 1 South 을 우선적 대안으로 선정했다고 이번 연구의 목적과 필요가 바뀌지 않습니다. 우선적 대안 관련해서 평가된 건설 대안과 건설 제한에 대한 잠재적인 변화와 상관 없이 연구 대상 지역에서 전반적인 개선이 필요하다는데는 변화가 없습니다. 기존 및 장기적 교통량 증가에 대응하고, 이동 신뢰성을 개선하며 추가적인 도로 선택권을 제공한다는 프로젝트의 명시한 목적은 연구 대상 지역의 교통 관련 문제를 해결하기 위해 여전히 필요합니다. 또한 MDOT SHA 는

계속해서 SDEIS **3 장**에 설명된 코로나 19 대유행으로 인한 잠재적인 교통량 및 이동성 추세 변화를 검토하고 있으며 FEIS 에서 검토 결과에 대해 보고할 것입니다.

DEIS 관련하여 제시된 의견에 대한 대응 조치가 취해 질까요?

DEIS 와 SDEIS 에 대해 제기된 모든 중요한 의견에 대해서 FEIS 에서 검토 및 답변이 있을 것입니다.

지난 한 해 동안, MDOT SHA 와 FHWA 는 DEIS 관련 접수된 거의 3,000 개 의견을 고려하였으며 파트너 기관 및 이해 당사자들과 다음 노력을 통해 접수된 공통된 의견 중 여러 사안들을 해결하기 위해 협조한 바 있습니다.

- American Legion Bridge 에서의 심각한 교통 체증을 해결하는데 주안점을 두면서 우선적 대안과 허가 취득 과정을 단계적 수행 방식에 따라 진행한다
- 재산상, 지역사회, 역사적, 천연 자원 및 공원 부지에 미치는 환경 영향을 피하거나 크게 줄인다.
- 주민과 상업권의 이주를 최소화한다.
- Morningstar Tabernacle No. 88 Moses Hall 및 공동 묘지에 대한 영향력을 최소화한다.
- 규제 요건을 만족시키기 위해 현장 내외 폭우 관리 방안을 파악한다.
- 코로나-19 대유행이 교통량에 미치는 영향을 모니터링하고 분석하여 이번 연구에 미치는 파급 효과를 이해한다.
- 자전거 이용자, 보행자 및 환승 개선에 우선 순위를 두어 이번 연구 대상 구간 내에서 이동 교통편 옵션을 늘인다.
- 우선적 대안 하에서 3 인 이상이 탑승한 다인승 차량(HOV), 환승 버스, 카풀/승합차 합승 차량 및 오토바이에 대해 통행료를 부과하지 않음으로써 일인 이용 차량에 대한 의존도를 줄이고 공평한 이동 관련 옵션을 제공한다.

이러한 노력은 2020 년 7 월에 DEIS 가 발표된 이후 관계 기관과 이해 당사자들 간에 다음을 포함한 광범위한 조정 활동을 통해 가능했습니다.

- 경제, 환승 및 환경 정의 실무 그룹 결성
- 관련 지자체 정부, 비정부 기구, 공직자 및 지역 사회들의 참여 하에 60 회 이상의 이해 당사자 회의 개최
- DEIS 관련 제시된 의견과 영향 회피, 최소화, 및 경감 기회를 논하기 위해 80 회 이상의 자원 담당 및 규제 기관 회의 개최
- 천연 자원에 미치는 영향, 폭우 관리, 지하 배수로 증가 및 허가 취득을 논하기 위해 규제 기관과 60 회 이상 현장 및 사무소 회의 개최

영향 회피, 최소화 및 경감 노력에 대한 상세한 내용은 SDEIS **4 장 및 5 장**을 대중과 담당 기관 간의 조율 노력에 대한 상세한 내용은 SDEIS **7 장**을 참고하시기 바랍니다.

코로나-19 대유행이 이번 연구에 어떤 영향을 미쳤나요?

코로나-19 대유행은 전세계인들의 일상 생활에 지대한 영향을 미쳤으며 여기에는 미국 수도권 지역의 주민과 통근 인구의 업무, 여행 및 여가 시간 활동도 포함됩니다. 이러한 변화로 메릴랜드주, DC 지역, 버지니아주 I-495 와 I-270 를 포함한 모든 도로 상에서 교통 수요, 환승 이용 및 교통량도 바꾸어 놓았습니다. MDOT SHA 는 대유행 시기 내내 교통 패턴 변화를 긴밀하게 모니터링

해왔습니다. **SDEIS, 첨부 B** 에 나와 있는 코로나-19 이동 분석 및 모니터링 계획을 참고하시기 바랍니다. 이 계획에는 본 프로젝트의 필요성을 재확인하고 미래 수요가 예상치에 미치지 못할 경우 우선적 대안이 제공하는 혜택을 보여주는 민감도 분석이 포함되어 있습니다. 해당 결과는 FEIS 에 포함될 예정입니다.

교통량 데이터를 보면 메릴랜드 전역에서 봉쇄령이 내려진 후 2020 년 4 월 교통량이 크게 저하되어 I-270 와 I-495 상에서 일일 교통량이 2019 년 4 월 대비 50% 이상 감소되었음을 알 수 있습니다. 2021 년 초반 백신이 공급되면서 코로나-19 확진자 수도 따라 감소하였고 점차 학교와 업소들이 다시 문을 열면서 교통량도 계속해서 늘어나 2021 년 8 월 현재 정상 수치의 90%까지 회복되었습니다. 환승 이용량은 회복이 더뎌서 메릴랜드 교통부 환승국(MDOT MTA) 서비스 이용율은 아직 2021 년 8 월 현재 MDOT 의 코로나바이러스 추적 웹사이트 데이터에 따르면 대유행 이전 대비 대략 50% 수준에 머무르고 있습니다.

코로나-19 이동 분석 및 모니터링 계획은 계속해서 운송 트렌드를 평가하고 미래 수요가 대유행 이전 예측 수치에서 크게 달라질 경우 우선적 대안에서 제안된 용량 개선이 필요하며 효과적임을 확인해 줄 것입니다. MDOT SHA 는 우리 주의 현재 뿐 아니라 향후 25 년 간의 교통 수요를 충족시키기 위해 운송 부문에 지속적인 개선이 일어나도록 해야 합니다. 장기적인 이동 트렌드는 안정적이지 않으며 가장 최신 데이터를 보면 교통량이 대유행 수준에 근접하게 회복되고 있기 때문에, SDEIS 예측은 본 문서에서 2045 년 예상 상황을 평가하기 위해 2020 년 이전에 개발 조정된 모델을 계속해서 적용하고 있습니다. 하지만, MDOT SHA 는 새로운 데이터가 나오는 대로 계속 그를 검토할 것입니다. 코로나-19 이동 분석 및 모니터링 계획(**SDEIS, 첨부 B)**의 일환으로 재택 근무, 전자 상거래 및 환승 이용률의 잠재적인 장기적 변화 등 미래 교통량 수요에 대한 여러 "가능" 시나리오를 평가하는 민감도 분석은 계속 진행 중입니다.

코로나-19 대유행이 이번 연구에 미친 영향에 대한 추가적인 세부 사항은 **3 장, 섹션 3.1.4** 와 **SDEIS, 첨부 B** 를 참고하시기 바랍니다. 결과는 FEIS 에서 설명될 예정입니다.

보충 환경영향평가서 초안

보충 환경영향평가서 초안과 최종 환경영향평가서에 포함된 내용 사이의 차이점은?

SDEIS 는 우선적 대안, 대안 9-Phase 1 South 관련 새로운 정보를 제공하기 위해 작성되었습니다. FHWA 와 MDOT SHA 가 대안 9, Phase 1 South 를 우선적 대안으로 선정하였습니다.

SDEIS 는 2020 년 7 월 10 일 발표된 기존 DEIS 를 보완합니다. SDEIS 는 계속 유의미한 정보에 관해서는 DEIS 를 언급하면서 새로운 정보에 집중하도록 그 범위가 한정되어 있습니다. DEIS 의 건설 대안 관련 기존 상황, 방법론 및 영향 평가 관련한 상세한 문서와 해당 시 개념적 영향 경감 조치도 DEIS 에 첨부된(**첨부 A 에서 S 까지)** 이번 연구 기술 보고서에 포함되어 있으며 프로그램 웹사이트(https://495-270-p3.com/deis/#DEIS)에도 올려져 있습니다.

SDEIS 는 우선적 대안과 관련 교통량 분석 및 연관된 일시적 및 영구적 영향을 설명하고 있습니다. 우선적 대안이 진행되면서, 자원 제공 기관과 영향 회피, 최소화 및 개념적 영향 경감을 위한 조율 작업도 계속 되었습니다. SDEIS 는 2020 년 7 월 DEIS 가 발표된 이후부터 2021 년 여름까지 영향 회피, 최소화 및 개념적 영향 경감 관련 현행 노력을 설명합니다. 최종적인 영향 경감 및 프로젝트 약정 사항이 의사결정 기록(ROD)에 포함될 것입니다.

관심 있는 시민, 공직자, 정부 기관, 업체 및 기타 이해 당사자들이 45 일 간의 의견 수집 기간 동안 그리고 2021 년 11 월 1 일에 열리는 비대면 공청회(공청회 관련 최신 세부 사항은 oplanesmd.com/SDEIS 을 참고)에서 우선적 대안을 검토하고 의견을 제시할 수 있도록 SDEIS 를 일반에 공개합니다.

SDEIS 회람과 검토 및 수집된 의견을 고려한 후 FEIS 를 준비하게 됩니다. FEIS 는 데이타 추가 분석과 개량 그리고 DEIS 와 SDEIS 에 대해 수집된 중요한 의견에 대한 대응에 집중하게 됩니다. FEIS 에 포함될 추가 분석 또는 최종 분석의 예로는:

- 우선적 대안에 대한 시각적 표현물과 최종 영향 경감을 포함한 최종 시각적 영향 평가
- 일산화탄소(CO), MSATs, 온실 가스 배출량을 포함한 우선적 대안에 대한 최종 공기 질 분석과 건설 공사가 공기의 질에 미치는 영향
- 최종적인 전반적 최소 피해 분석을 포함한 최종 Section 4(f) 평가
- 영향 경감, EJ 계층 내 우선적 대안의 부정적 영향과 비 EJ 참조 집단 내 부정적 영향 비교 및 과도하게 부정적인 영향이 발생할 지 여부에 대한 최종적 결론을 포함한 최종 환경 정의(EJ) 분석
- 관할 기관과의 조율을 통해 파악한 모든 자원에 대한 불가피한 영향을 줄이기 위한 모든 최종 조치를 포함한 최종 영향 경감 패키지
- 국립공원관리청(NPS) 관할 하에 있는 습지와 범람원에 대한 최종적인 영향 경감 방안을 정리한 최종 습지 및 범람원 실태 보고서
- 범람원, 수로, 조수성 및 비조수성 습지 변경에 대한 최종 신청서 연방/주 정부 공동 신청서 및 증빙 자료

SDEIS 은 어떤 포맷으로 되어 있나요?

SDEIS 는 2020 년 7 월 10 일자 DEIS 와 같은 포맷을 따르며 10 장으로 구성되어 있습니다.

- **1 장**은 DEIS 에서와 변함이 없지만 독자의 편의를 위해 반복해서 연구의 목적과 필요를 설명합니다. 이 장은 목적 및 필요 설명서로 뒷받침 됩니다. (**DEIS, 첨부 A,** https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf).
- **2 장**은 우선적 대안을 기술합니다. 소란 제한 (LOD),[1] 관리 차로 접근성, 폭우 관리, 지하 배수로, 건설 공사 및 단기적 영향, 환승 요소, 보행자 및 자전거 관련 고려 사항 및 통행료 부과 등 우선적 대안의 기타 공통 요소도 포함합니다.
- **3 장**은 2045 년 비건설적 대안과 우선적 대안에 대해 실시된 교통 운영 분석 결과를 제시합니다. 또한 대유행의 영향이 교통 분석에서 어떻게 다뤄지고 있는 지와 대유행이 지역 도로망에 미치는 영향도 논합니다. 3 장은 **SDEIS, 첨부 A** 에서 교통 평가 보고서 – 대안 9: Phase 1 South 로 뒷받침됩니다.
- **4 장**은 우선적 대안 관련 영구적 및 일시적 영향을 논합니다**.** 또한 잠재적인 환경 영향을 해당 시 회피, 최소화 및 경감시킬 수 있는 조치에 대한 최신 정보를 제공합니다. 최종 영향 경감 조치는 FEIS 에 포함될 것입니다.
- **5 장**은 1966 년 미국 교통부(USDOT)법의 Section 4(f)에 의거하여 중대한 공원, 레크리에이션 구역, 역사적 건물에 대한 우선적 대안과 관련된 Section 4(f) 이용 및 영향 경감 조치를 업데이트하는 Section 4(f) 평가서 초안을 제시합니다. 이 장은 *Section 4(f) 평가서 초안*을 보완하는 내용입니다. (**DEIS, 첨부 F,** https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf)

[1] 소란 경계(LOD)는 건설 현장, 비계, 자재 보관, grading, 부식 및 침전물 통제, 조경, 배수, 폭우 관리, 차음벽 교체/건설 및 관련 활동이 그 안에서만 진행되게 설정된 경계 구역을 의미합니다.

- **6 장**에서는 2021 년 1 월 20 일자 행정 명령 13807: "인프라 프로젝트 환경 검토와 허가 취득 절차에서 규율과 책임성 도입"이 행정 명령 13990: "공중 보건 및 환경 보호 및 기후 위기 해결에 과학의 힘 복원"에서 철회되었음을 인정합니다.
- **7 장**은 2020 년 7 월에 DEIS 가 발표된 후 2021 년 여름까지 이번 연구 관련 대중 홍보 활동 및 관계 기관 조율 활동을 요약합니다.
- **8 장**은 SDEIS 작성자들의 목록입니다.
- **9 장**은 검토와 의견 수집을 위해 SDEIS 를 발송한 관계 기관, 조직 및 관계자의 배포 목록과 SDEIS 의 일반인 대상 공개 관련 정보를 포함합니다.
- **10 장**은 SDEIS 관련 참조 문헌입니다.

SDEIS 는 우선적 대안과 관련한 새로운 정보에 집중합니다. 완전한 SDEIS 와 첨부 자료를 프로그램 웹사이트: oplanesmd.com/SDEIS 에서 찾을 수 있습니다. 2020 년 7 월 발표된 DEIS 중 변경되지 않은 기존 정보는 SDEIS 에서 반복되지 않지만 DEIS 와 그를 뒷받침하는 기술 분석은 프로그램 웹사이트: https://495-270-p3.com/deis/에서 검토와 참고용으로 제공됩니다.

SDEIS 에 대한 의견은 어떻게 제시할 수 있나요?

FHWA 와 MDOT SHA 는 관심 있는 공직자, 주 및 지방 정부 및 기타 연방 기관, 미국 원주민 부족 정부, 조직 및 일반인들이 SDEIS 에 대한 의견 제시를 요청합니다. 이번 연구에 대한 SDEIS 및 기술 보고서는 그로젝트 웹사이트: oplanesmd.com/SDEIS 에서 보고 다운로드 할 수 있습니다.

일반 대중의 의견 제시 기간은 2021년 10월 1일에 시작해서 2021년 11월 15일까지 계속됩니다. 서면 또는 구두로 제시된 의견 모두 동등하게 고려됩니다. MDOT SHA 와 FHWA는FEIS를 작성하는 데 있어서 제공된 모든 의견을 검토하고 해당 날짜까지 접수 또는 우편 소인이 찍힌 모든 주요한 의견을 고려하고 대응할 것입니다. 해당 날짜 이후에 접수 또는 우편 소인이 찍힌 의견은 실행 가능한 한도 내에서 검토 및 고려될 것입니다. 비대면 공청회가 2021년 11월 1일에 개최됩니다. 공청회 관련 최신 정보는oplanesmd.com/SDEIS를 참고해 주십시오.

SDEIS 에 대한 의견은 다음과 같이 제시하실 수 있습니다.

- 2021 년 11 월 1 일 비대면 공청회에서 구두 발언하기
- oplanesmd.com/SDEIS 에서 SDEIS 의견 제시 양식 작성
- MLS-NEPA-P3@mdot.maryland.gov 로 이메일 보내기
- Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202 에게 편지 보내기
- 855-432-1483 로 전화해서 최대 3 분 길이로 음성사서함 메시지 남기기

대안

우선적 대안이란?

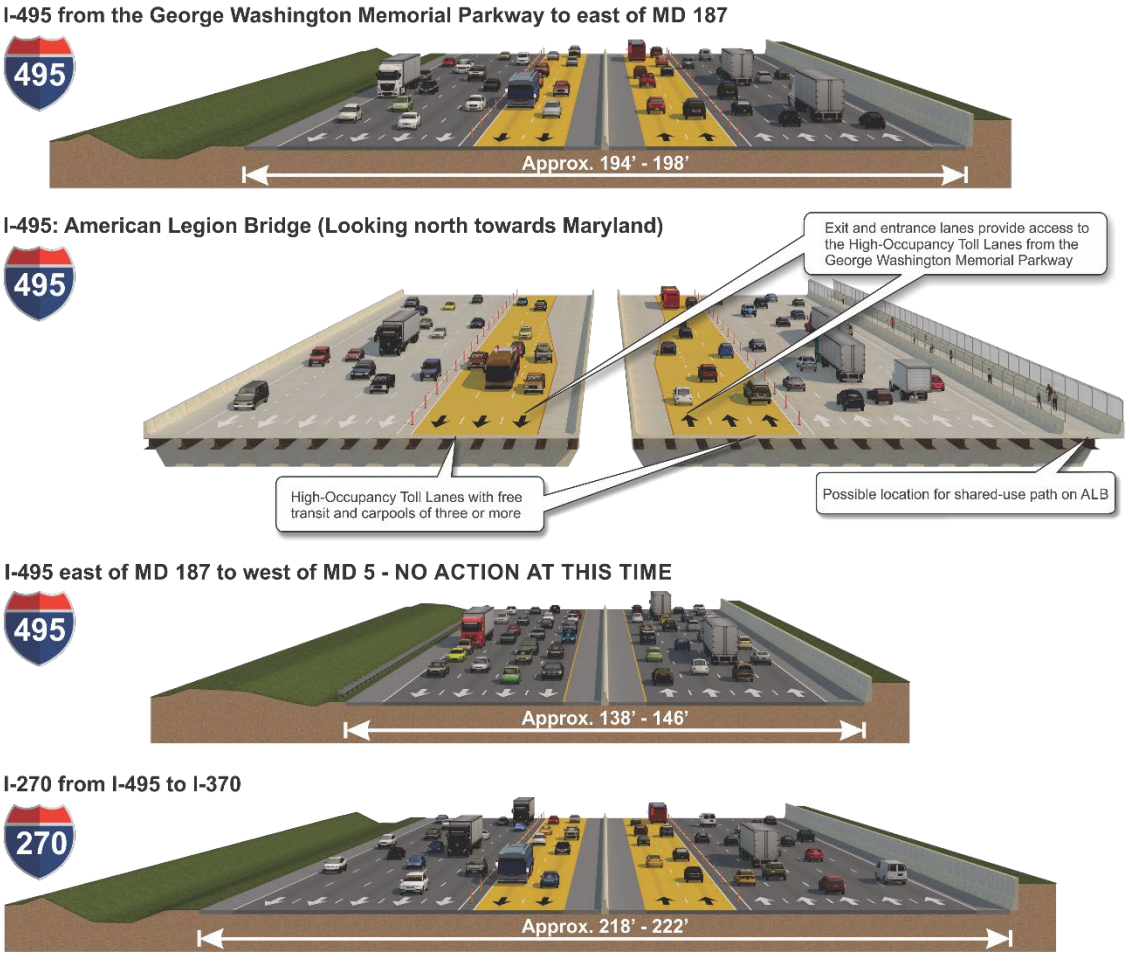
2021 년 1 월에 대안 9 가교통량, 토목, 재정 및 환경 분석 결과와 일반의 의견을 토대로 MDOT SHA 가 추천하는 우선적 대안으로 발표되었습니다. 추천하는 우선적 대안인 대안 9 관련하여 몇 개월에 걸쳐 관계 기관과 이해 당사자들과 추가적 조율 및 의견 청취 후, MDOT SHA 는 이번 연구를 사ㅣ전에 결정된 단계별 진행 및 허가 취득 방식을 적용해서 Phase 1 South 만 집중하기로 결정했습니다. 그 결과 FHWA 와 MDOT SHA 는 새로운 추천 우선적 대안: 대안 9 – Phase 1 South 를 선정했습니다. 대안 9 – Phase 1 South 에는 대안 9 의 일환으로 제안된 동일한 개선 조치를 포함하지만 Phase 1 South 의 경계 구역으로 제한되어 있습니다. (**Figure ES-1**) 이 우선적 대안은 자원 담당 기관, 일반인 및 이해

당사자들과 조율을 거쳐 DEIS 관련 수집된 피드백에 직접 대응하고 NEPA 승인을 P3 프로그램의 프로젝트 단계별 제공 및 허용 방식을 채택하기로 한 후 선정되었습니다. FHWA[2] 와 협조 기관들*은 2021 년 6 월에 대안 9-Phase 1 South 가 우선적 대안이라는데 동의한 바 있습니다.

우선적 대안은 Phase 1 South 만의 경계 구역 내 I-495 와 I-270 상에서 이차선으로 된 다인승 통행료 부과(HOT) 관리 차로 네트워크를 포함합니다. (**Figure ES-2**). I-495 상 우선적 대안은 George Washington Memorial Parkway 에서 MD 187 동쪽까지 각 방향에서 두 개의 HOT 신규 관리 차로로 구성됩니다. I-270 상에서 우선적 대안은 I-495 에서 I-370 북쪽까지 그리고 I-270 east 와 west 지선 상에서 각 방향에서 기존의 HOV 차선 하나를 HOT 관리 차로로 전환하고 각 방향에서 새로운 HOT 관리 차로 하나를 추가하는 것으로 구성됩니다. 지금 현재 I-270 east 지선에서 MD 5 까지 I-495 east 상에서 진행 중인 개선이나 조치는 없습니다. I-270 상에서 Montrose Road 에서 I-370 까지 기존의 수금-배포(C-D) 차선은 제안된 개선 조치의 일환으로 사라지게 됩니다. 관리 차로는 4 피트 넓이의 완충 구역 내에 놓인 철탑 (pylons)을 사용해서 일반 용도 차선과 분리시킵니다. 환승 버스와 HOV 3+ 차량은 통행료 없이 관리 차로를 이용할 수 있습니다.

[2] NCPC 와 M-NCPPC 는 우선적 대안에 동의하지 않았습니다.

그림 ES-1: 대안 9 – Phase 1 South 일반 구간 (HOT 관리 차로는 노랑색으로 표시)



우선적 대안에는 어떤 환승편 요소가 포함되어 있나요?

독자적 환승 대안은 이번 연구의 목적과 필요에 부합하지 않는다는 결론이 났지만 우선적 대안에는 기존 및 계획된 여러 교통편의 이동성과 연결성을 개선한다는 프로젝트 목표에 맞는 환승 요소가 포함됩니다. (우선적 대안의 환승 관련 요소에 대한 추가적인 세부 정보는 **2 장, Section 2.3.7** 을 참고하세요.) 이런 핵심 고려 사항을 진척시키고 지금까지 수집된 일반인 및 기관의 의견에 대응하기 위해 MDOT SHA 는 우선적 대안 내에서 환승 이동성과 연결성을 개선할 수 있는 기회를 파악했습니다. 그런 기회에는 다음의 요소가 포함됩니다:

- HOT 관리 차로를 통행료 없이 버스 환승용으로 사용할 수 있도록 허용하여 이동 속도를 높이고 신뢰성 있는 이동을 보장하며 도시 및 교외 활동 및 경제 중심지와 직접 연결되는 간선 도로 상에서 현지 버스 서비스/시스템과 연결.
- 제안된 HOT 관리 차로를 직간접적으로 Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Montgomery Mall 환승 센터 (Westlake Terrace), 및 Medical Center Metro (MD 187)에 있는 기존의 환승역 및 계획된 환승 중심의 개발과 연결
- 기존 및 계획된 환승을 개선하고 지역 환승 서비스에 새로운 기회를 지원하는 지역 환승 개선 조치가 우선적 대안의 일환으로 결정이 되었으며 다음을 포함합니다:
    - WMATA Shady Grove Metrorail 역 버스 정류장 신축
    - Increased parking capacity at the Westfield Montgomery Mall 환승 주차장 (Park and Ride) 주차 용량 증가

환승 요소는 환승 실무 그룹과 버지니아주 트레일 및 공공 환승부와 메릴랜드주 교통부 메릴랜드 환승국이 실시한 I-495/American Legion Bridge 환승/운송 수요 관리(TDM) 공동 연구에서도 고려한 바 있습니다. 이 두 이니셔티브 모두 보고서를 산출하였습니다.

환승 서비스 조율 보고서 는 환승 실무 그룹과의 조율 하에 완성되어 2020 년 6 월 P3 프로그램 웹사이트(https://495-270-p3.com/transit-benefits/)에서 발표되었으며 현재 이 보고서는 해당 카운티 및 환승 서비스 공급업체들에게 신뢰성 및 이동 속도 등 혜택을 극대화하고 미래 자본과 운영상의 니즈 평가 및 우선 순위화하는 근거를 제공하며 지역 환승 서비스를 P3 프로그램에 통합하는 방법에 대한 대화를 시작하는 등 관리 차로가 제공하는 중요한 환승 기회에 대해 정보를 제공하고 있습니다.

I-495/ALB 환승/TDM 최종 보고서 및 계획은 2021 년 3 월에 완성되어 [http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf] 에서 게시되었습니다. 거기에서 메릴랜드와 버지니아 두 주 간의 이동에 있어 새로운 이동성 선택권을 제공하는 일련의 잠재적 투자 패키지가 파악되었습니다. 각 패키지는 환승 서비스 요소, 기술 개선, 통근자 지원 프로그램 및 주차 수요가 결합되어 있습니다. 그러한 투자 패키지는 더 많은 인구가 더 적은 수의 차량을 사용해서 American Legion Bridge (ALB)를 건널 수 있는 옵션을 제공합니다.

P3 합의를 통해 어떤 추가적인 환승편 관련 조치를 취하기로 했나요?

2021 년 9 월 11 일에 메릴랜드 법에 따라, MDOT 와 MDTA 는 P3 프로그램의 Phase 1 South 관련 개발 전 작업 실행권을 특정 제안자들에게 부여하는 신청서를 공공 사업 위원회에 신청서를 제출하여 승인을 받았습니다. 그 제안의 일환으로 해당 단계 개발업체가 Phase 1 South 의 운영 기간 동안 대략 3 억 달러 가치의 환승 서비스를 Montgomery 카운티에서 제공하겠다는 약속을 했습니다.

환승 서비스를 추가적으로 지원하기 위해, MDOT 는 Phase 1 South 의 Section P3 합의가 종결되는 즉시 Montgomery 카운티에서 최우선 순위의 환승 서비스 설계 및 허가 취득 관련 투자에 최소 6 천만불을 제공하겠다고 약속했습니다. 여기에는 대상 구간 도시 환승로 Phase 1, MD 355 대상 구간 내의 Bus Rapid Transit 또는 기타 최우선 순위 프로젝트 및 Metropolitan Grove 버스 운영 및 유지 보수 시설 건설 및 장비 제공이 포함됩니다.

American Legion Bridge 교체가 관리 차로 연구에 포함되어 있나요?

네, 우선적 대안에는 American Legion Bridge (ALB)를 기존 교량 폭을 넓히는 것이 아닌 더 넓은 신축 교량으로 대체하여 각 방향에서 두 개의 HOT 차로를 수용할 수 있게 하는 방안이 포함되어 있습니다. 기존 교량은 건설된 지 거의 60 년이 다 되어 가며 이번 연구와 상관 없이 앞으로 10 년 중 언젠가 교체되어야 할 것입니다. 새로운 교량은 여러 단계로 건설되어 건설 기간 중 기존 차선 수를 항상 같은 수로 유지할 수 있게 됩니다. 신규 교량은 같은 위치에서 새 다리로 교체됩니다.

재건된 ALB 에는 버지니아주와 메릴랜드주 사이에 자전거 및 보행자들 공유 사용 차로가 포함될 것입니다. 고려 중인 공유 사용 경로 옵션에 대한 내용은 **SDEIS, 2 장, Section 2.3.8** 을 참고하시기 바랍니다.

우선적 대안은 폭우 관리를 다루나요?

네 주로 개념적 수준의 폭우 관리(SWM) 분석이 우선적 대안에 대해 완료 되었고 LOD 선정에 활용되었습니다. (추가적인 세부 사항은 이 문서 **2 장, Section 2.3.2** 를 참고해 주십시오) **2007 년** 메릴랜드주 폭우 관리법(SWM)에 의거하여 MDOT SHA 는 SWM 법에서 요구하는 물 양과 질 요건을 만족시키며, 정수 처리를 하며 현 상황을 개선할 것입니다.

우선적 대안에 대해 물의 양 관리 요건은 ALB 배구 구간을 제외한 각 배수 구간별로 충족되어야 합니다. 전형적 관행을 기준으로 수량 포기 각서가 ALB 에 제공되는데 이는 주요 수로인 Potomac 강으로 직접 물이 방류되기 때문입니다.

수질 요건 면에서 우선적 대안은현장에서 가능한 최대 범위에서 (MEP) 환경적 현장 설계(ESD) 요건을 만족시키게 될 것입니다. 그러나 정수 처리를 요하는 불투수면 면적과 기존 현장의 제약 요건 때문에 모든 배수 구간에서 요구되는 수질을 완전히 만족시키지 못 할 수 있습니다. 수질 요건을 현장에서 만족시킬 수 없는 배수 구간에 대해 부족한 수치는 MDOT SHA *침전 및 폭우 가이드라인 및 절차* (SSGP), Section 5.5.에서 정의된 같은 분수령 내에서 보충적 폭우 관리를 활용해서 보완시킬 것입니다. 현장 외에서 실시한 보충적 폭우 관리 분석의 결과를 토대로 우선적 대안에서 요하는 전체 불투수면 면적(IAT)의 처리 요건을 만족 및 초과하기 위해 여러 잠재적인 수량 지역이 선정되었습니다. (보충적 폭우 관리에 대한 추가적인 세부 정보는 **2 장, Section 2.3.2 와 SDEIS, 첨부 C** 를 참고하세요.)

I-270 East 지선 동쪽 구간에서 MD 5 사이 I-495 구간에 대해 연구한 개선 조치는 어떻게 되었나요?

우선적 대안은 연구 대상 구간 이내의 I-495 기타 구간에 대한 개선 조치는 포함하지 않지만, 나머지 주간 도로 시스템이 향후 개선이 필요할 수 있습니다. 그러한 개선은 별도로 진행되어야 하며 추가적인 환경 영향평가, 분석 및 대중, 이해 당사자 및 현지 기관과의 조율이 따라야 합니다.

통행료 부과

왜 새로운 차로에 대해 통행료를 부과해야 하며 왜 주 정부는 개발업자가 차로를 건설하도록 해야 하나요?

메릴랜드 주는 Phase 1 South 개선 조치의 예상 비용인 30 억에서 35 억 달러 정도 액수의 개선 조치를 건설한 자금 여력이 없습니다. 또한 대출금을 상환하기 위해 통행료를 부과한다고 해도 메릴랜드주는 개선 조치에 필요한 대출금을 받기 위한 채권 대출 능력이 없습니다. 따라서 메릴랜드주는 경쟁 프로세스를 통해 단계별 개발업자를 선정했고 그러한 개발업자가 통행료 수입을 통해 당분간 관리 차로를 설계, 건설, 자금 조달, 운영 및 유지하는 P3 합의 단계에 돌입했습니다. MDOT SHA 는 계속해서 I-495 및 I-270 상 모든 차로에 대한 소유권을 가지면서 고속도로가 의도된 교통 기능을 만족시킬 수 있게 할 것입니다.

통행료 액수는 어떻게 결정되나요?

통행료 범위 설정 프로세스는 주에서 유일하게 메릴랜드주 주석 달린 법령의 교통 관련 §4-312 조항과 COMAR 표제 11, 교통국 부제 07 MDTA, 5 장 통행료 범위 수정에 대한 대중 통보 요건(11.07.05).에 의거하여 통행료를 설정, 수정 및 고정시킬 수 있는 유일한 주립 기관인 MDTA 가 주도합니다. MDTA 는 Phase 1 South 경계 구역에서 통행료 범위를 설정하고 통행료를 수거를 할 책임이 있습니다.

통행료 범위 설정 과정은 최소 및 최대 통행료, 그 최소 및 최대 통행료 범위 내에서 대략적 통행료 한도 및 연간 통행료 인상 프로세스와 특수 차량을 위한 통행료 할인을 확립하기 위한 MDTA 직원들의 제안을 중심으로 합니다.

공청회 실시 및 일반인 의견 기록 과정은 메릴랜드 주 주석 달린 법령집의 교통 관련 조항 §4-312 에 명시되어 있습니다. 초기 제안은 2021 년 5 월 20 일에 MDTA 에 제출되었습니다. 이 과정에 따라 이사회가 통행료 제안을 공청회에서 다루고 일반인 의견 수렴 기간을 거치자는 제안에 대한 투표를

거쳐서 통행료 범위 설정 과정에 대중을 참여시키고 일반 대중의 검토와 의견 제시 기회를 반드시 제공해야 하는 주 법도 준수하였습니다.

공청회는 2021 년 7 월 12 일과 14 일에 열렸으며 통행료 범위 관련 제안의 근거 자료를 포함한 모든 공청회 자료는 MDTA 웹사이트와 게시되었고 지금도 https://mdta.maryland.gov/ALB270TollSetting 웹사이트에서 일반인들이 검토할 수 있도록 제공됩니다. 의견 수집 기간은 2021 년 5 월 20 일에서 8 월 12 일까지 진행되었습니다. 2021 년 8 월 26 일에 열린 MDTA 이사회 회의에서 MDTA 직원들이 공청회에서 접수된 모든 대중의 의견을 요약 분석해서 발표했습니다. 추가로 이사회 위원들의 질의에도 답했습니다. 접수한 모든 대중 의견과 그에 대한 분석이 요약되어 MDTA 웹페이지 mdta.maryland.gov/ALB270TollSetting/PublicParticipation 에서 볼 수 있습니다.

대중의 의견을 고려한 후, 2021 년 9 월 30 일 MDTA 이사회 회의에서 MDTA 직원들은 최종 통행료 범위 제안서를 발표했습니다. 이 최종 통행료 범위는 이사회의 추천 조치가 되며 MDTA 웹 페이지인 mdta.maryland.gov/ALB270TollSetting 에서 볼 수 있습니다.

부과되는 통행료는 얼마 정도 될까요?

우선적 대안은 매출에만 집중하기 보다는 HOT 차로에서 시속 45 마일 이상 속도를 유지하도록 설계될 예정입니다. HOT 차로의 목표는 교통이 자유롭게 흐르게 하고 가격 설정 요소를 활용해서 교통 흐름에 영향을 주는 것입니다. 따라서 통행료의 범위는 HOT 차로 활용에 수요와 공급이라는 경제 원칙을 적용하는 확립된 운영 척도에 맞게 운영되도록 설정될 것입니다. Phase 1 섹션 개발업체는 통행료 범위 설정 프로세스 마지막 단계에서 승인이 된다면 그렇게 확립된 통행료 범위 내에서 통행료를 결정할 책임이 있습니다.

우선적 대안-Phase 1 South 경계 구역에 대해 제안된 통행료 범위는 MDTA 웹사이트인 http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal 에서 볼 수 있습니다. 통행료 범위는 그러한 HOT 차로에 대한 최소 통행료, 대략적 통행료 한도, 그리고 최대 통행료로 구성됩니다. 통행료 범위가 P3 프로그램 기간 전체(50 년으로 예상)에 걸쳐 적절하도록 매년 가격 인상 요소도 포함됩니다. 통행료 범위는 HOT 차로에서의 교통량 또는 속도에 따라 최대 5 분 마다 바뀌어서 HOT 차로를 이용하고 통행료를 지불하는 고객들이 더 빠르고 신뢰성 높은 이동을 할 수 있도록 역동적으로 설정됩니다. 실제 통행료는 각 통행료 실시 구간 내에서 실시간 교통량에 근거하여 바뀔 것입니다.

운송 및 교통량

SDEIS 에서 어떤 교통량 분석이 업데이트 되었나요?

교통량 분석은 업데이트된 MWCOG 지역 예측 모델 2.3.75 버전에서 나온 교통량 예측을 활용하여 비건설(No Build)과 우선적 대안에 대해 2040 년 설계 연도에서 2045 년 설계 연도로 업데이트 되었습니다. DEIS 는 이번 연구가 개시되고 유일한 교통량 수요 예측이 2040 년까지였을 때 가장 최근 모델 버전이었던 MWCOG 모델, 2.3.71 버전을 사용하였습니다.

우선적 대안은 미래 교통 상황에 대해 속도, 지연, 이동 시간, 서비스 수준, 처리량 및 현지 네트워크 등을 포함한 여러 핵심 운영 척도에 대한 2045 년 예측치를 활용해서 평가되고 비건설 (No Build) 상황과 비교되었습니다. 이러한 척도는 DEIS 에서 대안을 평가 및 비교하는 데 사용된 것과 같은 척도들입니다. 더 자세한 내용은 이 **SDEIS 3 장**과 **SDEIS, 첨부 A** 를 참고하시기 바랍니다.

SDEIS 3 장에서는 MDOT SHA 가 코로나 19 대유행이 교통 수요 및 예측에 미치는 영향을 고려하는 방법을 논하고 있습니다. 더 자세한 내용은 **3 장, Section 3.1.4** 와 **SDEIS, 첨부 B** 를 참고하시기 바랍니다.

교통량 운영 분석의 결과는?

비건설 대안과 우선적 대안에 대한 2045 년 설계 연도 교통량 운영 평가 결과가 아래에 요약되어 있고 이 SDEIS **3 장과 SDEIS, 첨부 A** 에 나와 있습니다.

비건설 대안은 기존 상황에서 경험한 주요한 운영상 이슈 중 어느 것도 해결하지 못할 것입니다.장기적 교통량 증가를 수용하지 못해서 느린 이동 속도, 심각한 지연, 긴 이동 시간 및 신뢰성 낮은 네트워크로 이어질 것입니다. DEIS 에 제시된 2040 년 비건설 결과와 비교할 때, 2045 년 비건설 결과는 2040 년과 2045 년 사이에 추가적인 교통량 증가가 예측되기 때문에 I-495 와 I-270 상에서 더 극심한 지연과 길어진 이동 시간을 보여 줍니다. 2045 년 예측에 포함된 추가적인 환승 프로젝트로 인해 지역내 도로 네트워크 상에서 지연이 약간 줄어 들 것으로 예상됨에도 불과하고 이러한 교통량 증가가 예상됩니다.

우선적 대안은 영향을 회피하고 최소화 하기 위해 연구 대상 지역의 많은 부분에 아무 조치나 개선 노력을 포함하고 있지 않음에도 불과하고 도로 시스템에 가시적인 운영상의 혜택을 제공할 것으로 예상됩니다. 이 대안은 American Legion 다리 전체와 I-270 남쪽 부분에 체증은 줄이면서 교통 처리량은 크게 증가시키게 될 것입니다. 또한 비건설 대안과 비교할 때 I-495, I-270 및 주변 도로 네트워크 대부분에서 속도를 높이고 신뢰성을 개선하며 이동 시간과 지연은 줄이게 될 것입니다. DEIS 에서 평가한 48 마일의 연구 대상 경계 구역 전체를 포함하는 건설 대안과 비교시(대안 9 와 대안 10 포함) 교통 운영상 개선은 적지만 우선적 대안이 선정된 이유는 부분적으로는 I-495 위쪽 및 동쪽 지역에 대한 재산상 및 환경적 영향을 없애는 것을 강력하게 선호하는 일반 대중과 이해 당사자들의 피드백 때문이었습니다. 2045 년 설계 연도에 I-270 북향과 I-495 내부 고리형 구간에서 우선적 대안 경계 구역 외부의 하향 병목 현상 때문에 오후/저녁 시간대에 러시아워가 발생할 것으로 예상됩니다.

FEIS 와 주간 도로 시스템의 안전성, 운영 및 공학적 용인 가능성에 대한 FHWA 승인인 주간 접근 포인트 승인(IAPA)에서 우선적 대안에 대한 더 자세한 미래 주요 간선과 국지적 운영상 영향 평가가 포함될 것입니다. NEPA 가 종결된 후 최종 설계 단계에서 선택된 대안에 대해 안전성 및 운영에 대해 추가적으로 다룰 기회에 대해 평가하게 될 것입니다.

전반적으로 우선적 대안은 비건설 대안보다 훨씬 나은 가시적인 운영상의 혜택을 제공합니다.

환경 자원, 결과 및 영향 경감

우선적 대안이 환경 자원에 미치는 영향은 무엇인가요?

4 장에 제시된 환경에 미치는 결과는 우선적 대안에 대한 설명입니다. DEIS 이후, 우선적 대안 설계가 진행되어 왔습니다. 영구적 또는 장기 및 일시적 또는 단기 건설 관련 효과를 계량화하여 이 SDEIS 에서 설명하고 있습니다. 우선적 대안의 환경적 영향을 요약한 내용이 **표 ES-1** 에 나와 있습니다.

표 ES-1: 우선적 대안의 계량화한 영향 요약

자원	영구적 [1]	일시적 [1]	총합 [1]
공원 시설에 대한 잠재적 영향 총 면적(에이커)	21.0	15.1	**36.1**
요구되는 공공 통행로 총 면적 [2] (에이커)	97.2	18.7	**115.9**
직접 영향을 받는 부동산의 수 (갯수)	-	-	**501**
이주가 필요한 가구 총수 (수)	-	-	**0**
이주가 필요한 업소 수 (수)	-	-	**0**
부정적 영향을 받는 역사적 건물 수 [3] (수)	-	-	**11**
영향을 받게 되는 소음 민감 지역 (수)	-	-	**49**
유해 물질 우려 장소(수)	-	-	**255**
주 지정 특별 관심 습지 (에이커)	0	0	**0**
습지 [4] (에이커)	3.7	0.6	**4.3**
습지 25-피트 완충지대 [4] (에이커)	6.5	0.6	**7.1**
수로 [4] (스퀘어피트)	673,757	343,945	**1,017,702**
수로 [4] (직선 거리, 피트)	43,852	2,701	**46,553**
2 단계 집수 지역(에이커)	0	0	**0**
100 년 빈도 범람원 (에이커)	33.7	15.1	**48.8**
임관 산림 (에이커)	479.6	20.3[5]	**500.1**
희귀하고 위협 받는 멸종 위기 생물종 서식지(에이커)	33.4	23.0	**56.4**
민감한 생물종 프로젝트 검토 지역 (에이커)	24.5	20.0	**44.5**
독특하고 민감한 지역 (에이커)	139.2	29.4	**168.5**

주: 이 표 안에 포함된 영향이란 우선적 대안의 주요한 개선 조치에 대한 영향을 의미합니다. 보충적 폭우 관리와 관련된 영향은 사전적인 내용이며 SDEIS, **첨부 C** 에서 다루고 있습니다.

[1] 모든 액수는 소수점 첫째 자리로 반올림하였습니다.

[2] 공공 통행로는 주 기록 연구를 기반으로 하며 필요한 경우 카운티의 공공 통행로 대체했습니다.

[3] 역사적 건물에 대한 영향 관련한 추가적인 정보는 4 장, Section 4.7 을 참고해 주십시오.

[4] 습지와 수로에 대한 영향 관련한 추가적인 정보는**표 4-25, Section 4.12** 를 참고해 주십시오.

[5] 임관 산림에 미치는 일시적 영향은 도로 건설을 위해 영구적으로 인수하거나 변경되지 않는 지역에서 개간된 산림을 말합니다. 그러한 지역에서는 다시 수목을 심게 됩니다. 영향을 피하거나 최소화 하고자 하며 최종 설계에서 정해진 대로 대상 구간에서 수목을 다시 심는 노력을 극대화하게 될 것입니다.

파란색 텍스트 = 4-3 페이지의 표 4-1 에 맞게 조정됨 (11/10/21)

환경 자원에 대한 영향과 관련해서 어떤 영향 회피, 최소화 기회를 고려했나요?

DEIS 가 발표된 이후, 역사적 건물, 공원 부지, 습지, 습지 완충 지역, 수로, 산림 및 연방 재난관리청(FEMA)의 100 년 빈도 범람원에 대한 영향 최소화 기회가 규제 및 자원 담당 기관과의 광범위한 조율을 통해 발전되어 왔습니다. 우선적 대안은 Phase 1 South 경계선 내에서만 개선 조치를 건설함으로써 100 에이커가 넘는 공원 및 수백 개의 습지와 개울 기능을 간과합니다. 우선적 대안과 관련된 환경적 영향은 최대로 가능한 한 한도 내에서 이번 연구의 초기 단계의 모든 분야에서 회피하고 최소화했지만, 회피 및 최소화 테크닉은 민감하거나 레크리에이션면에서 중요한 American Legion 다리 주변의 NPS 공원 등 일부 자원 분야에 국한되었습니다. 더 자세한 정보는 이 문서의 **2 장, 4 장 및 5 장**을 참고하시기 바랍니다. 환경 영향을 회피, 최소화 및 경감시키려는 노력은 해당 규제 및 자원 담당 기관과의 지속적인 조율을 통해 계속될 것입니다. 최종적인 영향 회피, 최소화 및 경감 관련 정보는 FEIS 에서 문서화 하게 됩니다.

Morningstar Tabernacle No. 88 Moses Hall 및 공동 묘지에 대한 어떠한 영향 최소화 노력이 우선적 대안 LOD 에 포함되었나요?

DEIS 발표 후 일반 대중, 관계 기관 및 이해 당사자들의 의견에 대응하여 MDOT SHA 는 Morningstar Tabernacle No. 88 Moses Hall 과 공동 묘지의 LOD 를 개선했습니다. 2021 년 겨울 후반부에 Morningstar 공동묘지에 미치는 환경 영향이 대안 9 관련 DEIS 에 보고된 0.3 에이커보다 줄어들어 묘지 근처에 차음벽 설치를 위해 대략 14 평방 피트 면적의 임시 구역만 필요하게 되었습니다. 이런 노력으로 묘지 경계선 내에 모든 땅 흔들림도 없앨 수 있었습니다. 이는 일반 대중과 관계 기관의 의견 제시에 대한 대응으로 Cabin John Parkway 인터체인지 경사로 배치를 포함한 설계 변경을 통해 묘지에 미치는 영향을 최소화 했기 때문에 가능했습니다. 2021 년 여름에 추가적 조사를 통해 Morningstar 공동 묘지 경계선 내와 주변에 위치한 표기 및 미표기 무덤을 감지하고 지도화하는 작업을 했습니다. 이 조사 결과에 대응하여 추가적인 설계 개선을 한 결과 Morningstar 공동 묘지에서 완전한 영향 회피를 성취할 수 있었습니다.

American Legion Bridge 주변 공원 시설과 관련 자원 관련하여 어떤 영향 최소화 노력이 우선적 대안 LOD 내에 포함되었나요?

Section 4(f) 평가서 초안과 DEIS 가 발표된 이후 가장 중대한 영향 회피와 최소화 노력은 ALB 주변에 집중되었습니다. MDOT SHA 와 FHWA 는 2020 년 12 월 8 일 NPS 와 회의를 열어 DEIS 에서 제시된 ALB 주변의 LOD 에 대해 논의 했습니다. NPS 는 NPS 소유 땅과 천연 자원에 대한 영향을 줄이기 위해 ALB 주변 LOD 를 재평가해 줄 것을 MDOT SHA 에 요청했습니다. MDOT SHA 는 다음의 미션으로 하는 전국 및 지역 교량 설계, 천연 자원 및 문화 자원 전문가로 구성된'ALB 전담팀' 을 조직했습니다.

NPS 산하 C&O Canal National Historic Park 과 George Washington Memorial Parkway 에 대한 영향을 가능한 회피하고 전반적으로 영향 받는 면적을 줄이기 위해 ALB 교체의 대안을 개발하고 평가한다.

ALB 전담팀은 LOD 를 더 줄일 수 있는 교량 시공 방식을 검토했습니다. ALB 전담팀은 하행식 (Top-down) 구역별 시공 공법, 하행식 사장교 및 슬라이드인 가설 공법에 대해 상세한 조사를 했습니다. 추가로 현장 분석과 가용 정보 검토 후, MDOT SHA 와 ALB 전담팀은 강 수준에서 현장 접근성을 Clara Barton Parkway 을 따라 강 북단과 통합하여 다리 주변 다른 세 개 사분면에서 건설 현장으로 접근할 수 없게 하고 NPS 소유지에 미치는 영향을 크게 줄일 수 있다는 결론을 내렸습니다. 임시 공사장 접근용 도로 입구를 Clara Barton Parkway 에서 강 북서쪽 사분면에 만들고 C&O Canal 을 가로지르는 임시 교량을 설치하고 C&O Canal 배 끄는 예선로와 평행하게 임시 haul road 를 건설함으로써 이것이 가능해 집니다. 이러한 노력으로 George Washington Memorial Parkway 에 미치는 영향 면적을 7.8 에이커 줄였고 Chesapeake & Ohio Canal National Historical Park 에 미치는 영향 면적은 5.3 에이커 줄일 수 있었습니다. ALB 전담팀의 노력에 대한 더 자세한 정보는 **4 장, Section 4.12.4** 를 참고하시기 바랍니다.

불가피한 환경적 영향 관련하여 어떤 영향 경감 조치를 고려하고 있나요?

우선적 대안이 환경 자원에 미치는 불가피한 영향을 개념적으로 경감시키는 노력도 DEIS 발표 후 계속 발전되어 왔습니다. 제안된 개념적 경감 조치는 **4 장**에서 해당 자원이 논하고 있고 습지, 산림, 희귀하고 위협 받는 멸종 위기 생물종, 공원, 문화 자원, 소음, 공기, 소유 부동산, 유해 물질, 지형, 지질학, 토양, 지하수, 환경 정의, 가시적 미학, 수중 생물상 및 독특하고 민감한 분야와 같은 자원에 대해서는 개념적 영향 경감 계획(**DEIS, 첨부 Q**)에서 더 자세히 설명되고 있습니다. 연구가 진행되면서 대중과 이해 당사자, 관련 기관의 SDEIS 관련 의견을 고려한 후 추가적인 경감 조치를 파악하고 개선시킬 예정입니다. 최종 경감 조치는 FEIS 에서 문서화 될 것입니다.

업데이트된 Section 4(f) 사정 내용은 무엇입니까?

1966 년 제정된 USDOT 법은(49 U.S.C. 303(c))로 개정된 후 다음의 조건이 만족되지 않는 한 FHWA 를 포함한 미국 교통부(USDOT)는 공공 소유의 공원, 레크리에이션 지역, 야생 동식물 또는 수조 보호구역 또는 역사적 현장(민관 소유)에 해당되는 토지의 사용을 승인할 수 없다고 규정합니다.

- FHWA 가 그러한 부동산 사용을 피할 수 있는 실현성 있고 신중한 대안이 없다고 판단하며 계획 단계에서 그러한 토지 사용에서 기인하는 피해를 최소화하는 가능한 모든 조치를 취할 경우 (23 CFR §774.3(a)(1) & (2)) 또는
- 신청인이 약속한 피해 최소화를 위한 모든 조치를 포함한 Section 4(f) 소유물 사용이 그 소유물에 *미소한* 영향만을 미칠 것으로 FHWA 가 판단할 때(23 CFR §774.3(b)).

Section 4(f) 평가서 초안과 DEIS 가 2020 년 7 월에 발표된 후, 우선적 대안은 대안 9-Phase 1 South 로 지칭되었으며 DEIS 와 Section 4(f) 평가서 초안에서 대안 9 의 일환으로 제안된 동일한 건설 개선 조치를 포함하지만 그 범위가 Phase 1 South 경계 구역으로만 제한되어 있습니다. Phase 1 South 외부의 연구 대상 경계 구역 내에서는 어떠한 조치나 개선도 없을 것입니다. 우선적 대안에 대한 결정은 Section 4(f) 소유물에 대한 관할권이 있는 담당자(OWJs)들을 포함한 관계 기관과 이해 당사자들과의 추가적인 조율 노력과 의견 경청을 통해 내려졌습니다. 우선적 대안은 Section 4(f) 자원에 대한 영향 회피를 요청하는 접수된 의견에 대응하고 연구를 사전에 결정된 단계별 제공 및 허가 취득 방식으로 일관되게 진행하고자 합니다.

SDEIS **5 장**에는 우선적 대안에 대한 정보를 제공하기 위해 업데이트된 Section 4(f) 평가서 초안이 포함되어 있습니다. 이 업데이트된 Section 4(f) 평가서 초안에 포함된 정보는 FHWA 가 우선적 대안을 위해 Section 4(f) 소유물 사용을 검토할 때 자료로 쓰이게 됩니다. SDEIS 의 이 장에서는 **DEIS, 첨부 F** 로 포함되었던 Section 4(f) 평가서 초안을 업데이트하고 보충하는 정보를 제공합니다. 이런 보충 정보는 Section 4(f) 평가서 초안을 대체하지는 않으며 단지 추가적인 분석을 제공할 뿐입니다. Section 4(f) 평가서와 이 보충 자료는 23 CFR 774, FHWA's 2012 Section 4(f) 정책 문서와 23 U.S.C. 138 and 39 U.S.C. 303 에서 확립된 USDOT 규정을 따릅니다.

Section 4(f) 영향이란 무엇입니까?

Section 4(f) 소유물의 사용(또는 Section 4(f) 소유물에 대한 영향)은 다음과 같은 경우 발생합니다:

i. 어떤 부지가 운송 시설로 **영구적으로 편입**될 때:
ii. 연방규정집(CFR) 23 조 §774.13 (d)가 정한 기준에 의거하여 법령의 보존 목적에 저촉되는 토지의 **일시적인 점거**가 있을 때: 또는
iii. 연방규정집(CFR) 23 조 §774.15 가 정한 기준에 의거하여 Section 4(f) 소유물이 **건설적으로 사용**될 때

우선적 대안은 대략 105 에이커에 달하는 DEIS 건설 대안에 관련된 38 개의 Section 4(f) 소유물 사용을 피할 것입니다. 우선적 대안은 21 개의 Section 4(f) 소유물(임시 및 영구 소유물 포함)이 소재한 총 39.1 에이커의 사용이 필요하게 되며 반면 DEIS 건설 대안 9 는 총 146.8 에이커를 사용해야 합니다.

더 상세한 정보는 **SDEIS, 5 장, Section 5.2** 과 **DEIS, 첨부 F** 를 참고해 주십시오. Section 4(f)에 미치는 영향에 대한 개념적 경감 노력은 결정되었지만 Section 4(f) 소유물 담당자들(OWJs)과의 조율 작업이 아직 진행 중입니다. 최종 Section 4(f) 평가서에는 OWJs 와의 영향 감소를 위한 지속적인 조율 노력과 OWJs 와의 미소 조정을 반영할 것입니다. 최종 Section 4(f) 평가서에는 또한 피해를 최소화하기 위한 가능한 모든 계획 노력을 보여주는 분석과 전반적 최소 피해 분석을 완성하고최종 영향 경감 약정 내용을 포함하게 됩니다.

이번 연구의 후속 단계는 무엇입니까?

이 SDEIS 는 FHWA 와 MDOT SHA 이 승인했고 연방, 주 및 지방 관계 기관 및 조직과 기타 관심있는 당사자들에게 배포되었고 일반 대중도 검토가 가능합니다. SDEIS 에 대한 45 일의 검토 기간 중 비대면 공청회가 열리게 됩니다. 의견 제시 마감일은 2021 년 11 월 15 일입니다. 이 45 일 검토 기간 중, SDEIS 는 연구 대상 지역 도처에 위치한 여러 공공 장소에서 그리고 프로그램 웹사이트인 oplanesmd.com/SDEIS 에서 보실 수 있습니다. SDEIS 에 대해 제공하신 의견은 구두 또는 서면 또는 아래에 나온 어떤 방식으로 제공하셨든 상관없이 동등하게 간주됩니다.

- 2021 년 11 월 1 일 비대면 공청회에서 구두 발언
- oplanesmd.com/SDEIS 에서 SDEIS 의견 제시 양식 작성
- MLS-NEPA-P3@mdot.maryland .gov 로 이메일 보내기
- Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltmore MD 21202 에게 편지 보내기
- 855-432-1483 로 전화해서 최대 3 분 길이로 음성사서함에 의견을 남기기

45 일간의 검토 기간이 끝난 후, MDOT SHA 와 FHWA 는 모든 의견을 검토한 후 FEIS 작성 시 의견 제시 기간 마지막 날까지 접수되거나 우편 소인이 찍인 모든 주요한 의견에 응답할 것입니다. 마지막 날 이후에 접수되거나 이후 날짜의 우편 소인이 찍힌 의견은 가능한 한도 내에서 검토 및 고려될 것입니다. 모든 DEIS 와 SDEIS 관련 접수된 주요한 의견을 처리할 뿐 아니라, FEIS 는 SDEIS 에서 개선되거나 계량화되지 않은 추가적 최신 정보와 영향 경감 조치를 요약할 것입니다. 의사 결정 기록(ROD)이 최종 설계 및 시공 단계에서 실행될 약정 사항을 문서화하게 됩니다.

민관 협력(P3) 프로그램

P3 란 무엇입니까?

민관 협력(P3)이란 자본 프로젝트를 수행하는 대안적 모델입니다. P3 는 공공 또는 정부 분야와 민간 기관 간의 파트너십입니다. P3 는 민간 분야의 전문성, 혁신 및 자금을 활용해서 공공 인프라를 제공하여 공공 분야 프로젝트 책임자들과 인프라 사용자 모두에게 혜택을 제공하고자 합니다. P3 는 민간 및 공공 분야 각각의 장점을 잘 활용해서 복잡한 대형 인프라 프로젝트를 비용 효율적이며 신속하게 수행하는 것을 목표로 합니다. P3 합의에 해당되는 분야는 운송 시설 설계, 시공, 재무, 운영 및 유지 보수를 포함합니다. NEPA 와 Phase 1 업체 물색 과정에 대한 이해를 돕기 위해 다음과 같이 경계 구역 정의를 제공합니다.

- Phase 1: ALB 남단에서 I-270 까지의 I-495 구간과 I-495 에서 I-70 까지의 I-270 구간. 이 구간들은 또한 Phase 1 P3 합의의 경계선이기도 합니다.
- Phase 1 South: ALB 남단에서 I-270 까지 I-495 구간과 I-495 에서 I-370 까지 I-270 구간. 이 구간들은 또한 NEPA 우선적 대안의 경계선이기도 합니다.
- Phase 1 North: I-370 에서 I-70 까지 I-270 구간

Phase 1 담당 업체 물색 과정와 P3 합의의 현재 진행 상황은?

메릴랜드 BPW 는 원래 2019 년 6 월에 P3 프로그램으로 승인을 했으며 2020 년 1 월에 보충 승인을 했습니다. 이러한 승인을 받음으로써 MDOT SHA 가 점진적인 P3 프로세스를 통해 P3 프로그램의 Phase 1 담당 개발업체를 물색함으로써 Phase 1 의 설계 및 시공을 할 수 있게 되었습니다. 이런 점진적인 접근방식으로 NEPA 과정 중 최종적 확약 없이 업체 물색 과정을 진행할 수 있게 되었습니다.

점진적인 P3 업체 물색 과정의 일환으로 MDOT 는 2020 년 2 월 관심있는 단계 전담 개발 업체를 물색하는 제안요청서(RFP) 프로세스를 시작했습니다. MDOT 와 MDTA 는 지자체 기관들이 참여한

가운데 2020 년 7 월에 우수한 자격 요건을 갖춘 업체 네 곳을 선정했습니다. 이 중 세 업체가 개발 이전 작업을 지원하는 Phase 1 의 단계별 P3 합의에 참여하겠다는 제안서를 제출했습니다. Phase 1 은 ALB 에서 I-270 까지의 I-495 구간과 I-495 에서 I-70 사이의 I-270 구간을 포함합니다. 2021 년 2 월에 MDOT SHA 는 주에 가장 큰 혜택을 주는 방식으로 프로젝트를 수행할 수 있는 제안 업체를 선정하였습니다.

2021 년 8 월 11 일, 메릴랜드 주법에 따라 MDOT 와 MDTA 는 Phase 1 P3 합의를 선정된 제안 업체에 수여하는 것에 대해 공공 사업 위원회로부터 승인을 받았습니다. 선정된 이 프로젝트를 위해 설립된 Accelerate Maryland Partners, Inc. (AMP)라는 합작 회사입니다. AMP 가 P3 프로그램의 Phase 1 관련 사전 개발 작업을 수행하게 됩니다.

P3 합의 Phase 1 에 대한 계약 조건에 따라, MDOT 와 AMP 는 첫번째 구역 관련 사전 개발 작업을 추가적으로 진행할 것입니다. 여기에는 American Legion 다리에서 I-270 까지 George Washington Memorial Parkway 주변 지역과 I-370 까지의 I-270 구간을 포함합니다. (“Phase 1 South”) 이 SDEIS 에 포함된 우선적 대안은 Phase 1 경계선과 일치되며 이 프로젝트 수행에서 계획된 첫번째 구역입니다. 제안서에서 단계 전담 개발업체는 Phase 1 South 운영 기간 동안 3 억 달러로 추산되는 Montgomery 카운티 내 환승 서비스 비용을 감당하기로 약정했습니다. 환승 서비스를 추가적으로 지원하기 위해 MDOT 는 Phase 1 South 에 대한 Section P3 합의가 종결되는 시점에서 Montgomery 카운티 내, 대상 구간 도시 환승로 Phase 1, MD 355 대상 구간의 Bus Rapid Transit 또는 기타 최우선순위 프로젝트와 같은 환승 부분 투자의 설계와 허가 취득 그리고 Metropolitan Grove 버스 운영과 유지보수 시설의 건설과 장비 제공을 위해 최소한 6 천만불을 펀딩하기로 약속했습니다.

단계 전담 개발업체로서 AMP 는 일차적 설계 및 실사 활동을 통해 환경 영향을 더욱 최소화하는 것을 포함한 사전 개발 작업에서 MDOT, MDTA 및 이해 당사자들과 협력하고 있습니다. Phase 1 South 관련 사전 개발 작업이 완료 된 후, FEIS 와 MDOT 는 Section P3 합의 진행에 대해 BPW 의 최종 승인을 요청할 것입니다. 이에 따라 단계 전담 개발업체의 자회사(“구간(Section) 개발업체”)가 50 년으로 추정되는 기간에 대해 특정 구간의 최종 설계, 시공, 자금 조달, 운영 및 유지보수를 담당하게 됩니다.

ዋና ማጠቃለያ

አጠቃላይ እይታ

የተጨማሪ ረቂቅ የአካባቢ ተጽዕኖ መግለጫ ዓላማ ምንድን ነው?

በ 23 CFR 771.130 መሠረት የፌዴራል ሀይዌይ አስተዳደር (FHWA) በታቀደው እርምጃ የታቀደው እርምጃ ላይ ለውጦች እንደሚደረጉ ሲወስን፣ የአካባቢ ተጽዕኖ መግለጫ (EIS) በማንኛውም ጊዜ ሊሟላ ይችላል ወይም አስፈላጊ የአካባቢያዊ ስጋቶች ወይም ተፅእኖዎችን የሚመለከት አዲስ መረጃ በረቂቅ EIS (DEIS) ውስጥ አልተገመገሙም። ይህ ተጨማሪ ረቂቅ የአካባቢ ተጽዕኖ መግለጫ (SDEIS) ከተመረጠው አማራጭ፣ አማራጭ 9 - ምዕራፍ 1 ደቡብ አንፃር አዲስ መረጃን ለማገናዘብ ተዘጋጅቷል። አሁን ባለው DEIS ውስጥ ያለውን ትንተና ላይ በመመስረት፣ ተገቢ ሆኖ ለሚቆይ መረጃ SDEIS ን ሲያጣቅስ፣ አዲስ መረጃ ላይ በማተኮር ለተመረጠው አማራጭ የሚመለከተውን አዲስ መረጃ ያሳያል። SDEIS እንዲሁ የተመረጠ አማራጭ፣ አማራጭ 9 - ምዕራፍ 1 ደቡብ ለይቶት የነበረውን ዳራ እና አውድ ይገልጻል። SDEIS በ 45 ቀናት የአስተያየት ጊዜ ውስጥ የተመረጠ አማራጭን ለመገምገም እና አስተያየት ለመስጠት ለሕዝብ ዝግጁ ይሆናል። የ SDEIS የአስተያየት ጊዜን ተከትሎ፣ FHWA እና የሜሪላንድ የትራንስፖርት ግዛት ሀይዌይ አስተዳደር (MDOT SHA) የተሰጡ አስተያየቶችን ከግምት ውስጥ ያስገባሉ እና በ DEIS እና SDEIS ላይ ለአካባቢያዊ አስተያየቶች በመጨረሻ የአካባቢ ተጽዕኖ መግለጫ (FEIS) ላይ ምላሽ ይሰጣሉ።

የ SDEIS ትኩረት ምንድነው?

SDEIS ለ I-495 & I-270 Managed Lanes Study (ጥናት) ከተመረጠው አማራጭ ጋር በተዛመደ አዲስ መረጃ ላይ ያተኩራል። ጥናቱ ከ DEIS ባልተለወጠው በተወሰነ የጥናት ወሰን ውስጥ የመንገድ መጨናነቅን የሚመለከቱ አማራጮችን እያገናዘበ ነው:- በFairfax ካውንቲ፣ Virginia፣ በፖቶማክ ወንዝ ላይ የአሜሪካን Legion Bridge መተካትን ጨምሮ፣ ከ MD 5 በስተ ምዕራብ ውስጥ ያለው I-495 ከጆርጅ ዋሽንግተን መታሰቢያ ፓርክዌይ በስተደቡብ እና በ I-270 ከ I-495 ወደ I-370 ሰሜን፣ የምሥራቅና የምዕራብ I-270 ስፐርሶችን ጨምሮ፣ በMontgomery እና በPrince George ካውንቲዎች፣ ሜሪላንድ ውስጥ። የተመረጠ አማራጭ፣ አማራጭ 9 - ደረጃ 1 ደቡብ (በ **ጥቁር ሰማያዊ** በ ES- ምስል 1 ውስጥ ይታያል)፣ የደረጃ 1 ደቡብ ገደቦች ውስጥ ብቻ የግንባታ ማሻሻያዎችን ያካትታል። በ I-495 ምሥራቅ ከ I-270 ምሥራቃዊ ቅስቀሳ ወደ MD 5 (በ **ፈካ ያለ ሰማያዊ** በ ES- ምስል 1 ላይ የሚታየው) በዚህ ጊዜ ምንም እርምጃ ወይም ምንም ማሻሻያዎች የሉም። የተመረጠው አማራጭ በጥናቱ ወሰን ውስጥ በቀሩት የ I-495 ክፍሎች ላይ ማሻሻያዎችን ባያካትትም፣ ተጨማሪ አካባቢያዊ ጥናቶች፣ ትንታኔ እና ትብብር ከህዝብ፣ ከባለድርሻ አካላት እና ከአከባቢ ኤጀንሲዎች ላይ ተሞርክዞ፣ በተቀረው የኢንተርስቴት ሲስተም ላይ ማሻሻያዎች አሁንም ወደፊት ሊያስፈልጉ እና በተናጠል ሊራመዱ ይችላሉ።

ES-1: የ I-495 እና I-270 የሚተዳደር መስመር ጎዳናዎች ጥናት



የጥናቱ ዓላማ እና አስፈላጊነት ምንድነው?

የዓላማው እና የፍላጎት መግለጫው በ**DEIS**፣ **በምዕራፍ 1** እና በ **DEIS** ውስጥ ባለው ሙሉ ዓላማ እና ፍላጎት መግለጫ፣ አባሪ ሀ ውስጥ ሆኖ እንደቀጠለ ነው፣ ሆኖም ዓላማው እና ፍላጎቱ ለአንባቢው ቀላል እንዲሆን ከዚህ በታች ተደግሟል።

የጥናቱ ዓላማ መጨናነቅን የሚመለከት፣ በጥናት ወሰን ውስጥ በ I-495 እና I-270 ላይ የጉዞ አስተማማኝነትን የሚያሻሽል፣ ነባር እና የታቀደ የብዙ ሞዳል እንቅስቃሴ እና ግንኙነትን የሚያሻሽል የጉዞ ፍላጎት አስተዳደር መፍትሄ (ዎች) ማዘጋጀት ነው።

ጥናቱ ያስፈለገበት ምክንያት፡

- አሁን ያለውን የትራፊክ ፍሰት እና የረጅም ጊዜ የትራፊክ ዕድገት ማስተናገድ
- የጉዞ አስተማማኝነትን ማሻሻል
- ተጨማሪ የጎዳና ላይ የጉዞ ምርጫዎችን ማቅረብ
- የሆምላንድ ደህንነትን ማካተት
- የሸቀጦች እና አገልግሎቶች እንቅስቃሴን ማሻሻል

ከጥናቱ ዓላማ እና አስፈላጊነት በተጨማሪ ለጥናቱ ሁለት ግቦች ተለይተዋል፡ (1) ለገንዘብ አዋጭነት አማራጭ የገንዘብ ድጋፍ አቀራረቦች አጠቃቀም እና (2) የአካባቢ ሃላፊነት። በጥናቱ ዓላማ እና ፍላጎት ላይ ተጨማሪ መረጃ ለማግኘት **ምዕራፍ 1 እና DEIS፣ አባሪ ሀን** ይመልከቱ።

ዓላማው እና ፍላጎቱ በተመረጠው አማራጭ ላይ ተገቢ ሆኖ ይቆያል?

ተለዋጭ 9 - ደረጃ 1 ደቡብ እንደ የተመረጠ አማራጭ መለየት የጥናቱን ዓላማ እና ፍላጎት አይለውጥም። የተመረጡት የግንባታ አማራጮች ቢገመገሙ እና በግንባታ ገደቦች ላይ ያለው ማንኛውም ለውጥ ለተመረጠ አማራጭ ምንም ይሁን ምን በጥናቱ አካባቢ አጠቃላይ የማሻሻያ ፍላጎት ልክ ሆኖ ይቆያል። የተገለፀው የፕሮጀክት ፍላጎቶች፣ ነባሩን እና

የረጅም ጊዜ የትራፊክ ዕድገትን ለማስተናገድ፣ የጉዞ አስተማማኝነትን ለማሳደግ እና ተጨማሪ የመንገድ ምርጫዎችን ለማቅረብ አሁንም በጥናቱ አካባቢ የትራንስፖርት ችግሮችን ለመቅረፍ አስፈላጊ ናቸው። በተጨማሪም፣ MDOT SHA በዚህ SDEIS ምዕራፍ 3 እንደተገለፀው በትራፊክ እና በእንቅስቃሴ አዝማሚያዎች ላይ ሊከሰቱ የሚችሉ ለውጦችን ከግምት ውስጥ ያስገባል፣ በዚህ SDEIS **ምዕራፍ 3** ላይ እንደተገለጸው፣ እና ስለ እነዚህ ግኝቶች በ FEIS ውስጥ ሪፖርት ያደርጋል።

በ DEIS ላይ ያሉ አስተያየቶች ይፈቱ ይሆን?

በDEIS እና SDEIS ላይ የተቀበሉት ሁሉም ተጨባጭ አስተያየቶች ተገምግመው በ FEIS ውስጥ ምላሽ ይሰጣሉ።

ባለፈው ዓመት፣ MDOT SHA እና FHWA በDEIS ላይ የተቀበሉትን 3,000 የሚጠጉ አስተያየቶችን ከግምት ውስጥ በማስገባት በሚከተሉት ጥረቶች የተቀበሉትን ብዙ የተለመዱ አስተያየቶችን ለመቅረፍ ከአጋር ኤጀንሲዎቻችን እና ከባለድርሻ አካላት ጋር ተባብረዋል፡-

- በአሜሪካ Legion Bridge ያለውን ከባድ መጨናነቅን እንደ ቅድሚያ ትኩረት በመስጠት የተመረጠ አማራጭን ማጣጣም እና የፍቃድ ሂደት በደረጃ አሰጣጥ አቀራረብ።
- የንብት፣ማበረሰብ፣ ታሪካዊ፣ የተፈጥሮ ሀብቶች እና የፓርክ መሬት ተፅእኖዎችን ማስወገድ እና በከፍተኛ ሁኔታ መቀነስ።
- ለጠዋት ኮከብ ድንኳን ቁጥር 88 የሙሴ አዳራሽ እና የመቃብር ስፍራዎች ተፅእኖዎችን ማስወገድ።
- የቁጥጥር መስፈርቶችን ለማሟላት በቦታው ላይ እና ከቦታዉ ዉጭ የዝናብ ውሃ አስተዳደር መለየት።
- የቁጥጥር መስፈርቶችን ለማሟላት በቦታው ላይ እና ከጣቢያው የዝናብ ውሃ አያያዝን መለየት።
- በጥናቱ ላይ ማንኛውንም ተፅእኖ ለመረዳት ከኮቪድ-19 ወረርሽኝ ጋር የተዛመዱ የትራፊክ ተፅእኖዎችን መከታተል እና መተንተን።
- በጥናት ኮሪደሮች ውስጥ ለመጓዝ ባለብዙ ሞዳል አማራጮችን ለማሳደግ ቅድሚያ ለሚሰጠው ብስክሌት፣ እግረኞች እና የመጓጓዣ ማሻሻያዎች ቁርጠኛ መሆን።
- በነጠላ መኖሪያ ተሽከርካሪዎች ላይ መተማመንን ለመቀነስ እና ፍትሃዊ የጉዞ አማራጮችን ለመስጠት በሶስት (3) ወይም ከዚያ በላይ ተጠቃሚ፣ የመጓጓዣ አውቶቡሶች፣ የመኪና ማቆሚያ/ቫንpoolል እና የሞተርሳይክል ባለሞያዎች የተመረጠ አማራጭ ለከፍተኛ ነዋሪ ተሽከርካሪዎች (HOV) ስሸር ከክፍያ ነፃ ጉዞን ጨምሮ።

ይህ ጥረት የተቻለው በሐምሌ 2020 ከ DEIS ከታተመ በኋላ በተከናወነው ሰፊ ኤጀንሲ እና ባለድርሻ አካላት ማስተባበር ነው፡-

- ኢኮኖሚያዊ፣ ትራንዚት እና የአካባቢ ፍትህ የሥራ ቡድኖችን ማቋቋም
- ከ 60 በላይ የግለሰብ ባለድርሻ አካላትን ስብሰባዎች ከማዘጋጀ ቤቶች፣ መንግስታዊ ካልሆኑ ድርጅቶች፣ ከተመረጡ ባለስልጣናት እና ከማህበረሰቦች ጋር ስብሰባዎችን ማካሄድ።
- ስለ DEIS አስተያየቶች፣ ስለማስወገድ፣ ስለመቀነስ እና ስለማቃለል እድሎች ለመወያየት ከ 80 በላይ የህብት እና የቁጥጥር ኤጀንሲ ስብሰባዎችን ማካሄድ ፤ እና
- የተፈጥሮ ሀብት ተፅእኖን፣ የዝናብ ውሃ አያያዝን፣ culvert augmentation ን እና ፈቃድን ለመወያየት ከ 60 በላይ የመስክ እና የቢሮ ስብሰባዎችን ከተቆጣጣሪ ኤጀንሲዎች ጋር ማድረግ።

ስለማስወገድ፣ ስለ መቀነስ እና ስለማቅለል ጥረቶች የበለጠ ዝርዝር ለማግኘት SDEIS ምዕራፍ 4 እና 5 እና በሕዝባዊ እና ኤጀንሲ ቅንጅት ላይ የበለጠ ዝርዝር ለማግኘት SDEIS፣ ምዕራፍ 7 ን ይመልከቱ ።

COVID-19 ወረርሽኝ በጥናቱ ላይ እንዴት ተጽዕኖ አሳድሯል?

የኮቪድ-19 ዓለም አቀፍ ወረርሽኝ በዓለም ዙሪያ ባሉ ሰዎች የዕለት ተዕለት እንቅስቃሴ ላይ ከፍተኛ ተጽዕኖ አሳድሯል፣ ይህም በ National Capital Region ውስጥ ያሉ ነዋሪዎች እና ተጓጉዦች የሚሠሩበት፣ የሚጓዙበት እና ነፃ ጊዜያቸውን የሚያሳልፉበት አኳሃን ላይ ተጽዕኖ አሳድሯል። እነዚህ ለውጦች I-495 እና I-270 ን ጨምሮ በሜሪላንድ፣ በዲስትሪክት አፍ ኮሎምቢያ እና በቨርጂኒያ በሁሉም መንገዶች ላይ የትራፊክ ፍላጎትን፣ የመጓጓዣ አጠቃቀምን እና የትራፊክ መጠኖችን ቀይረዋል። MDOT SHA በመላው ወረርሽኝ ወቅት የትራፊክ ንድፎችን ለውጦች በቅርበት እየተከታተለ ይገኛል። ለኮቪድ-19 የጉዞ ትንተና እና ክትትል ዕቅድ SDEIS፣ አባሪ ለ ይመልከቱ። ይህ ዕቅድ የፕሮጀክቱን አስፈላጊነት የሚያረጋግጥ እና የወደፊቱ ፍላጎት ከታቀደው ያነሰ ከሆነ የተመረጠ አማራጭ ጥቅሞችን እንደሚሰጥ የሚያረጋግጥ የስሜት ትንተናን ያጠቃልላል። ውጤቶች በ FEIS ውስጥ ይካተታሉ።

የትራፊክ መረጃው በመላው ሜሪላንድ ውስጥ የቤት ቆዩ ትዕዛዞች ከተሰጡ በኋላ በኤፕሪል 2020 የትራፊክ መጠኖች ከፍተኛ መቀነስን ያሳያል፣ በ I-270 እና I-495 ላይ በየቀኑ የትራፊክ መጠኖች ከኤፕሪል 2019 ጋር ሲነፃፀር ከ 50 በመቶ በላይ ቀንሷል። በ 2021 መጀመሪያ ላይ ክትባቶች በሚለቀቁበት ጊዜ፣ በኮቪድ-19 ጉዳዮች ውስጥ ያለው ተመጣጣኝ መቀነስ፣ እና ትምህርት ቤቶችን እና ንግዶችን ቀስ በቀስ በመክፈት፣ የትራፊክ መጠኖች ማገገሙን የቀጠሉ ሲሆን እስከ ኣገስት 2021 ድረስ ከመደበኛ 90 በመቶ በላይ ተመልሰዋል። በሜሪላንድ የትራንስፖርት መምሪያ የሜሪላንድ ትራንዚት አስተዳደር (MDOT MTA) አገልግሎቶች አጠቃቀም ከቅድመ ወረርሽኝ ደረጃዎች ጋር ሲነፃፀር እስከ ነሐሴ 2021 ድረስ በ MDOT የኮሮቫቫይረስ መከታተያ ድር ጣቢያ ላይ በቀረበው መረጃ የትራንስፖርት አጠቃቀም ለማገገም ዘገምተኛ ሆኗል።

የኮቪድ-19 የጉዞ ትንተና እና ክትትል ዕቅድ የትራንስፖርት አዝማሚያዎችን መገምገሙን እና የወደፊቱ ፍላጎት ከቅድመ ወረርሽኝ ትንበያዎች በእጅጉ ከተለወጠ በተመረጠው አማራጭ ስር የቀረበው የአቅም ማሻሻያዎች አስፈላጊ እና ውጤታማ መሆናቸውን ያረጋግጣል። የክልላችን ፍላጎቶች ለዛሬ ብቻ ሳይሆን ለቀጣዮቹ 25 እና ተጨማሪ ዓመታት የትራንስፖርት ማሻሻያዎች እየተዘጋጁ መሆናቸውን ማረጋገጥ አለበት። የረጅም ጊዜ የጉዞ አዝማሚያዎች እልባት ስለሌላቸው እና የቅርብ ጊዜው መረጃ ትራፊክ ወደ ቅድመ-ወረርሽኝ ደረጃዎች እየተጠጋ መሆኑን ስለሚጠቁም፣ የ SDEIS ትንበያዎች በ 2045 ውስጥ የተተነበዩ ሁኔታዎችን ለመገምገም ጥቅም ላይ እንዲውሉ ከ 2020 በፊት የተዘጋጁ እና የተስተካከሉ ሞዴሎችን መተግበር ይቀጥላሉ። ሆኖም፣ MDOT SHA አዲስ መረጃን ልክ እንደተገኘ መከለሱን ይቀጥላል። እንደ *ኮቪድ-19 የጉዞ ትንተና እና የክትትል ዕቅድ* (**SDEIS፣ አባሪ ለ**) አካል የረጅም ጊዜ ለውጦች በቴሌኮሙኒኬሽን፣ በኢ-ኮሜርስ እና በትራንዚት አጠቃቀም ላይ ሊሆኑ ከሚችሉ የወደፊት የትራፊክ ፍላጎት ጋር የሚዛመዱ በርካታ “ምን ቢሆን” ሁኔታዎችን የሚገመግም የተጋላጭነት ትንተና በመካሄድ ላይ ነው።

በኮቪድ-19 ወረርሽኝ ወረርሽኝ ላይ በጥናቱ ላይ ለተጨማሪ ዝርዝር ምዕራፍ 3፣ ክፍል 3.1.4 እና SDEIS፣ አባሪ ለ ን ይመልከቱ። ውጤቶች በ FEIS ውስጥ ይቀርባሉ።

ተጨማሪ ረቂቅ የአካባቢ ተጽዕኖ መግለጫ

በተጨባጭ ረቂቅ የአካባቢ ተጽዕኖ መግለጫ እና የመጨረሻው የአካባቢ ተጽዕኖ መግለጫ ውስጥ ምን ተካትቷል?

ይህ SDEIS ከተመረጠው አማራጭ፣ አማራጭ 9 - ደረጃ 1 ደቡብ አንፃር አዲስ መረጃን ለማቅረብ ተዘጋጅቷል። FHWA እና MDOT SHA አማራጭ 9 ደረጃ 1 ደቡብን የተመረጠ አማራጭ አድርገውታል።

ይህ SDEIS በሐምሌ 10 ቀን 2020 የታተመውን ነባር DEIS ያክላል። SDEIS ትክክለኛ ሆኖ ለሚቆይ መረጃ DEIS ን እያጣቀሰ በአዲሱ መረጃ ላይ ለማተኮር የተገደበ ነው። የነባር ሁኔታዎች ዝርዝር ዘዴዎች፣ የአሠራር ዘዴዎች፣ የ DEIS ግንባታ አማራጮች ውጤቶች ግምገማዎች፣ እና ጽንሰ -ሀሳባዊ ቅነሳ፣ ሲተገበር፣ ለ DEIS (ከአባሪዎች **A** እስከ **S**) በተካተተው የጥናት ቴክኒካዊ ሪፖርቶች ውስጥ ተካትቷል እንዲሁም በፕሮግራሙ ድር ጣቢያ በኩል ይገኛል (https://495-270-p3.com/deis/#DEIS)።

SDEIS ስለ የተመረጠ አማራጭ ገለፃ፣ እንዲሁም ተጓዳኝ የትራፊክ ትንተና ከተመረጠው አማራጭ ጋር ከተያያዙት ቋሚ እና ጊዜያዊ ተጽዕኖዎች ጋር ያቀርባል። በተመረጠው አማራጭ እድገት፣ በማስቀረት፣ በማቃለል እና በፅንሰ -ሀሳባዊ ቅነሳ ላይ ከሀብት ኤጀንሲዎች ጋር ቅንጅት ቀጥሏል። SDEIS ከሐምሌ 2020 DEIS ህትመት እስከ ከረምት 2021 ድረስ ያለውን ጥረት በማስቀረት፣ በመቀነስ እና ጽንሰ -ሀሳባዊ ቅነሳን ይገልፃል። የመጨረሻ ቅነሳ እና ግዴታዎች ከውሳኔ መዝገብ (ROD) ጋር ይካተታሉ።

ፍላጎት ያላቸው ዜጎች፣ የተመረጡ ባለሥልጣናት፣ የመንግሥት ኤጀንሲዎች፣ ንግዶች እና ሌሎች ባለድርሻ አካላት በ 45 ቀናት የአስተያየት ጊዜ ውስጥ እና በኖቬምበር 1፣ 2021 በቨርቹዋል የህዝብ ችሎት ላይ ተመልክተው አስተያየት እንዲሰጡ SDEIS ይገኛል (ናባዊው የሕዝብ ችሎት ላይ የቅርብ ጊዜ ዝርዝሮችን ለማግኘት oplanesmd.com/SDEISይመልከቱ።

የ SDEIS ስርጭት ከተሰጠ እና አስተያየቶችን ከተገመገመ እና ከተገመገመ በኋላ FEIS ይዘጋጃል። FEIS በማንኛውም የመረጃ ትንተና እና ማሻሻያዎች ላይ እንዲሁም በ DEIS እና SDEIS ላይ ለተገኙት ተጨባጭ አስተያየቶች ምላሽ ይሰጣል። በ FEIS ውስጥ የሚቀርቡት ተጨማሪ ትንታኔዎች ወይም የመጨረሻ ትንታኔዎች የሚከተሉትን ያካትታሉ።

- ለተመረጠው አማራጭ የመጨረሻ የእይታ ተጽዕኖዎች ግምገማ፣ ማቅረቢያዎችን እና የመጨረሻ ቅነሳን ጨምሮ
- CO፣ MSATs፣ የግሪንሀውስ ጋዝ ልቀቶችን እና ከግንባታ ጋር የተዛመዱ የአየር ጥራት ተፅእኖዎችን ጨምሮ ለተመረጠው አማራጭ የመጨረሻ የአየር ጥራት ትንተና።
- የመጨረሻ ክፍል 4 (ረ) ግምገማ ከመጨረሻው አጠቃላይ አጠቃላይ የጉዳት ትንተና ጋር።
- የመጨረሻ የአካባቢያዊ ፍትህ ትንተና ቅነሳን ከግምት ውስጥ ማስገባት፣ በEJ ሕዝብ ውስጥ ከተመረጠው አማራጭ የጎንዮሽ ጉዳቶችን ማወዳደር በEJ ባልሆነ የሕዝብ ማመሳከሪያ ማኅበረሰብ ውስጥ አሉታዊ ውጤቶችን እና ያልተመጣጠነ ከፍተኛ እና አሉታዊ ውጤቶች ይከሰቱ እንደሆነ የመጨረሻ መደምደሚያ።
- ከስልጣን ኤጀንሲዎች ጋር በመተባበር ለታወቁት ሀብቶች ሁሉ የማይቀሩትን ተፅእኖዎች ለመቀነስ ሁሉንም የመጨረሻ እርምጃዎችን ጨምሮ የመጨረሻ ቅነሳ ጥቅል።
- በብሔራዊ ፓርክ አገልግሎት ንብረት ላይ በእርጥበታማ መሬቶች እና በጎርፍ ተጎጂዎች ላይ የሚኖረውን ተፅእኖ የመጨረሻ ቅነሳን የሚለይ የመጨረሻ ረግረጋማ እና የጎርፍ መጥለቅለቅ መግለጫ።
- የማንኛውም የጎርፍ ተፋሰስ፣ የውሃ አካልዕበላማ እና ማዕበላማ እርጥበታማ መሬቶችን ለመለወጥ የመጨረሻ ማመልከቻ የጋራ የፌዴራል/የስቴት ማመልከቻ እና ደጋፊ ሰነዶች።

የ SDEIS ቅርጸት ምንድነው?

የ SDEIS ቅርጸት እንደ ኦገስት 10፣ 2020 DEIS ተመሳሳይ ቅርጸት ይከተላል እንዲሁም ምዕራፎችን ይይዛል።

- **ምዕራፍ 1** የጥናቱን ዓላማእና ፍላጎቱን ያቀርባል፣ ይሂምDEIS ያልተለወጠ፣ ግን ለአንባቢው ምቾት ሲባል ተደግሟል። ይህ ምዕራፍ በዓላማ እና በፍላጎት መግለጫ (DEIS፣ አባሪ ሀ፣ https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf) የተደገፈ ነው።
- **ምዕራፍ 2** ስለ ተመራጭ አማራጭ መግለጫ ያቀርባል። እንዲሁም እንደ ተመራጭ አማራጭ ሌሎች የተለመዱ አካላትን ይገልፃል ፣ የረብሻ ገደቦች (LOD) [1] ፣ የሚተዳደሩ መስመሮችን ተደራሽነት ፣ የዝናብ ውሃ አስተዳደር ፣

[1] የረብሻ ገደቦች ሁሉም ግንባታ ፣ ደረጃ ፣ የቁሳቁስ ማከማቻ ፣ ደረጃ አሰጣጥ ፣ ማጽዳት ፣ የአፈር መሸርሸር እና ደለል ቁጥጥር ፣ የመሬት አቀማመጥ ፣ የፍሳሽ ማስወገጃ ፣ የዝናብ ውሃ አስተዳደር ፣ የድምፅ ማገጃ መተካት/ግንባታ እና ተዛማጅ እንቅስቃሴዎች የሚከሰቱበት የታቀደው ወሰን ነው።

የውሃ መውረጃዎች ፣ የግንባታ እና የአጭር ጊዜ ውጤቶች ፣ የመጓጓዣ አካላት ፣ የእግረኞች እና የብስክሌት ግምት እና የክፍያ መጠየቂያ።

- **ምዕራፍ 3** ለ 2045 ያለ ግንባታ አማራጭ እና ለተመረጠ አማራጭ የተደረገውን የትራፊክ የአሠራር ትንተና ውጤቶችን ያቀርባል። እንዲሁም የወረርሽኙ ተፅዕኖዎች በትራፊክ ትንተና ውስጥ እንዴት እንደሚታሰቡ እንዲሁም በአከባቢው የመንገድ አውታሮች ተፅእኖዎችን ይብራራል። ይህ ምእራፍ በ *Traffic Evaluation Memorandum – Alternative 9* ድጋፍ የሚደረግለት ነው፡ *ደረጃ 1 ደቡብ* **SDEIS, አባሪ A።**

- **ምእራፍ 4** ከተወዳጅ አማራጮች አንጻር ጊዜያዊ እና ቋሚ የሆኑ ተጽእኖዎች ምን እንደሆኑ ያቀርባል። ከዚህ በተጨማሪበሚተገበርበት ስፍራ ላይ ሊፈጠሩ የሚችሉ አካባቢያዎ ተጽእኖዎችን እንዴት ማስወገድ መቀነስ እና መቀነስ እንደሚቻል እደሳ ያቀርባል። የመጨረሻ ቅነሳ በ FEIS ላይ የሚካተት ይሆናል።

- **ምእራፍ 5** የታደሰውን ረቂቅ ክፍል 4(f) የሚያቀርብ ሲሆን ይህም ሊሆን የሚችል ክፍል 4(f)ን የሚያድስ ሲሆን በ ህዝባዊ ፓርኮች ላይ፣ የመዝናኛ ስፍራዎች ላይ እንዲሁም ታሪካዊ ቦታዎች ላይ ለ 4(f) ከሚገዙ ስፍራዎች አንጻር በ US Department of Transportation (USDOT) የ 1966 አዋጅ ተገዢ የሆኑትን ያቀርባል። ይህ ምእራፍ ለ *ረቂቅ ክፍል 4(f) ግምገማ* (**DEIS, Appendix F**, https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf) ተጨማሪ ነው።

- **ምእራፍ 6** የ ጃንዋሪ 20 2021፣ *ፕሬዝዳንታዊ ትእዛዝ 13807* እውቅና ይሰጣል፡ ለ *መሰረተ ልማት ፕሮጀክቶች በሆነው በአካባቢ ክለሳ እና ፈቃድ ሂደት ላይ ሰርአትን እና ተጠያቂነትን ማስቀመጥ በ ፕሬዝዳንታዊ ትዛዝ 13990 ውድቅ ሆኗል፡ የህዝብን ጤና እና አካባቢውን መጠበቅ እንዲሁም የኢይር ንብረት ችግሮችን ለመፍታት ሳይንስን ወደነበረበት መመለስ።*

- **ምእራፍ 7** ከ ጁላይ 2020 እስከ ከረምት 2021 ድረስ DEIS ከታተመበት ጊዜ ጀምሮ ወደ ህዝቡ ተገብቶ የተሰራውን ስራ እና የተካሄደውን ጥናት ክለሳ ያቀርባል።

- **ምእራፍ 8** የ SDEIS አዘጋጆችን ዝርዝር ያቀርባል።

- **ምእራፍ 9** SDEIS ን እንዲከልሱ እና አስተያየት እንዲሰጡ የተደረጉ የወኪሎችን፣ ድርጅቶችን እና ግለሰቦችን ዝርዝር እንዲሁም SDEIS ለህዝቡ ምን ያክል ተደራሽ ነው የሚለውን መረጃ ያቀርባል።

- **ምእራፍ 10** የ SDEISን መነሻ መረጃዎች ያቀርባል።

SDEIS በተመራጭ አማራጮች ላይ ያሉ አዳዲስ መረጃዎች ላይ ትኩረት የሚያደርግ ይሆናል። ሙሉው SDEIS እንዲሁም ድጋፍ የሚያደርጉ አባሪዎች በ ፕሮግራሙ ደረገጽ oplanesmd.com/SDEIS ላይ ይገኛሉ። ከ ጁላይ 2020 DEIS ጀምሮ ያለ እና ያልተቀየረ መረጃ በ SDEIS ላይ የማይደገም ሲሆን፣ DEIS እና ድጋፍ የሚያደርግ ቴክኒካዊ ትንተና ለክለሳ እና ምልከታ በፕሮግራሙ ድረገጽ https://495-270-p3.com/deis/ ላይ የሚገኙ ይሆናል።

SDEIS ላይ አስተያየት የሚሰጡባቸው መንገዶች ምንድን ናቸው?

FHWA እና MDOT SHA የተመረጡ እና ፍላጎት ያላቸውን ባለስልጣናት፣ የክልል እና አካባቢ መንግስት እንዲሁም ሌሎች የፌደራል ወኪሎችን፣ የአሜርካ ተወላጅ ጎሳዊ መንግስቶችን፣ ድርጅቶችን እንዲሁም የማህበረሰቡን አባላት በ SDEIS ላይ አስተያየት ይሰጡ ዘንድ ይጋብዛል። SDEIS ጥናት እና ቴክኒካዊ ሪፖርቶች በፕሮጀክቱ ድረገጽ ላይ ሊታዩ እና ሊወርዱ ይችላሉ: oplanesmd.com/SDEIS።

ህዝብ አስተያየት መስጠት የሚጀምርበት ጊዜ አክቶበር 1 2021 ክፍት የሚደረግ ሲሆን እስከ ኖቬምበር 15 2021 ድረስ የሚዘልቅ ይሆናል። *በጽሁፍ እና በቃል የሚሰጡ አስተያየቶች እኩል የሆነ ዋጋ የሚሰጣቸው ይሆናል።* MDOT SHA እና FHWA ሁሉንም አስተያየቶች የሚመለከቱ ሲሆን FEIS ን በማዘጋጀት ሂደት ውስጥ ለሁሉም ክብደት ያላቸው የተሰጡ ወይም በፖስታ የተላኩ አስተያየቶች መልስ ይሰጣሉ። ከቀኑ በኋላ የተሰጡ ወይም በፖስታ የተላኩ

አስተያየቶች መተግበር እንደሚችሉበት መጠን ተከልሰው ከግምት ውስጥ ይገባሉ። ኖቬምበር 1 2021 ላይ ቨርቹዋል (በበይነመረብ) የሆነ ችሎት የሚካሄድ ይሆናል። ለችሎት ዝርዝር የሆኑ የቅርብ መረጃዎች ወደ oplanesmd.com/SDEIS ይሂዱ።

በ SDEIS ላይ አስተያየቶች በሚከተሉት መንገዶች ሊደረጉ ይችላሉ:

- ኖቬምበር 1 2021 በችሎት ላይ በቃል የሚደረግ ምስክርነት
- SDEIS አስተያየት ቅጽ በ oplanesmd.com/SDEIS
- ለ MLS-NEPA-P3@mdot.maryland.gov ኢሜይል በማድረግ
- ደብዳቤዎች ለ Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- አስተያየት ለመስጠት በ 855-432-1483 ላይ ደውለው ሶስት ደቂቃ ብቻ የሆነ የድምጽ መልእክት ማስቀመጥ

አማራጮች

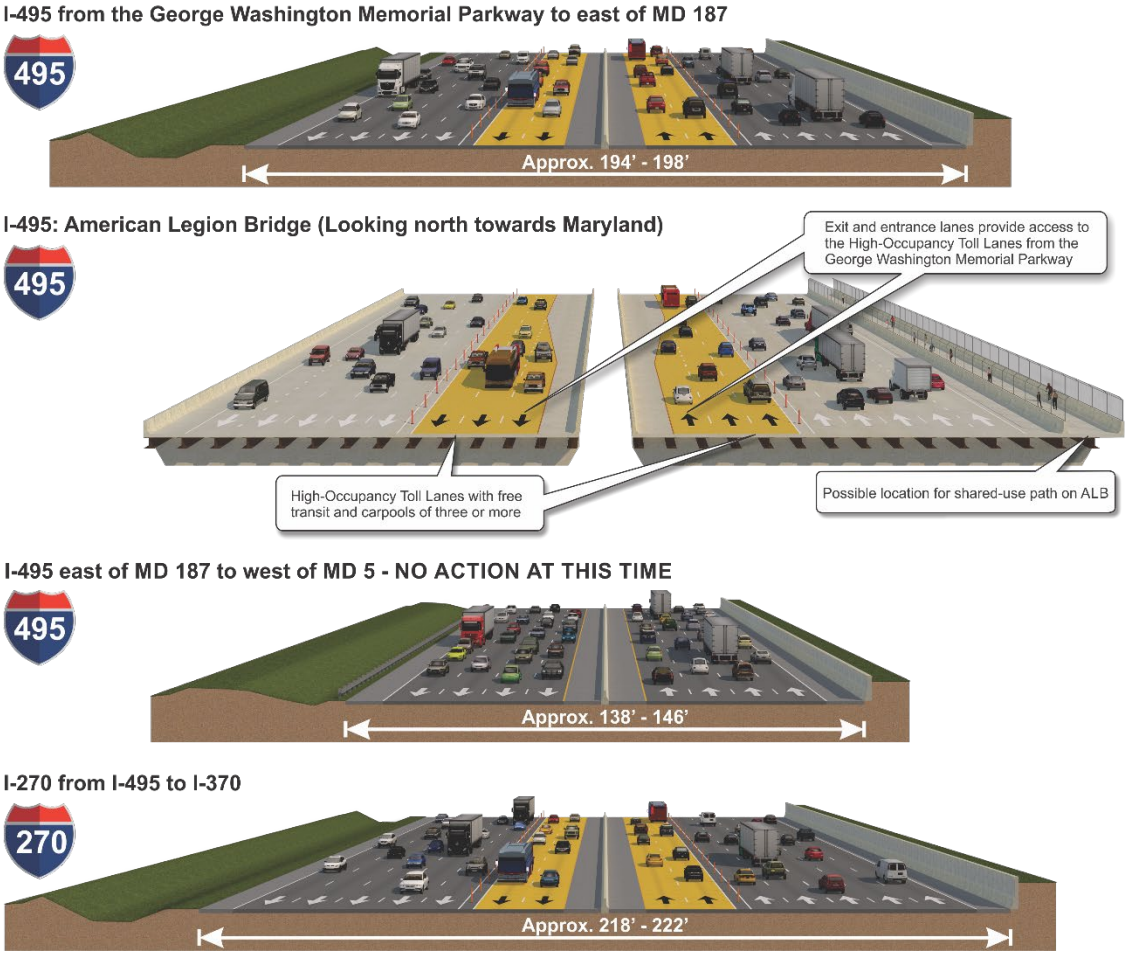
ከሁሉ የተሻለው አማራጭ ምንድን ነው?

ጃንዋሪ 2021 ላይ፣ በ ትራፊክ፣ ምህንድስና፣ ፋይናንስ እና አካባቢያዊ ትንተና መሰረት እንዲሁም ህዝባዊ አስተያየት መሰረት አማራጭ 9 እንደ MDOT SHA የሚመከር ተመራጭ አማራጭ ግልጽ ተደርጎ ነበር። የ አማራጭ 9ን ተመራጭ አማራጭነት በሚመለከት ከብዙ ወራት ቅንጅት እና ወኪሎችን እንዲሁም ባለድርሻ አካላትን ከማዳመጥ ሂደት በኋላ MDOT SHA በ ደረጃ 1 ደቡብ ላይ ብቻ ትኩረት በሚያደርገው ከዚህ በፊት በተወሰነ የደረጃ ማድረስ እና ፈቃድ ሂደት መሰረት ጥናቱ ትኩረት እንዲያደርግ ወስኗል። እናም እንደውጤት FHWA እና MDOT SHA አዲስ የሚመከር ተመራጭ አማራጭ አግኝተዋል፡ አማራጭ 9 - ደረጃ 1 ደቡብ። አማራጭ 9 - ደረጃ 1 ደቡብ እንደ አማራጭ 9 የሆነ ነገር ግን በ ደረጃ 1 ደቡብ ላይ የተገደበ ማሻሻያን ያካትታል (**Figure ES-1**)። ተመራጭ የሆነው አማራጭ የተለየው ከ ግብአት ወኪሎች፣ ህዝቡ እና ባለድርሻ አካላት ጋር ቅንጅት ከማድረግ በኋላ ሲሆን በ DEIS ላይ የተሰበሰበውን ግብረመልስ መሰረት በማድረግ፣ እና የ NEPAን ፈቃድ ከ P3 ፕሮግራም የታቀደ ፕሮጀክትን መሰረት ያደረገ ማስረከብ እንዲሁም ፈቃድ አቀራረብ ነው። FHWA እና ተባባሪ ወኪሎች[2] አማራጭ 9 - ደረጃ 1 ደቡብ ተመራጭ አማራጭ እንደሆነ በ ጁን 2021 ላይ ወስነዋል።

ተመራጭ የሆነው አማራጭ ባለ ሁለት መስመር ከፍተኛ ፍሰት ያለው (HOT) የሚተዳደር መስመር በ I-495 እና I-270 ትስስር የሚያካትት ሲሆን ይህም በ ደረጃ 1 ደቡብ ገደብ ስር ብቻ ነው (**Figure ES-2**)። በ I-495 ላይ፣ ተመራጭ የሆነዉ አማራጭ ሁለት አዲስ የ HOT ቁጥጥር የሚደረግባቸው መስመሮችን በእያንዳንዱ መስመር ከ George Washington Memorial Parkway እስከ east of MD 187 ድረስ ነው። I-270 ላይ፣ ተመራጩ አማራጭ ነባሩን የ HOV መስመር በእያንዳንዱ አቅጣጫ ወደ HOT የቁጥጥር መንገድ መለወጥን እና I-270 ላይ ከ I-495 አንስቶ እስከ I-370 በስተ ሰሜን እና የ I-270 ምስራቅ እና ምዕራብ መታጠፊያዎች ላይ በ HOT ቁጥጥር የሚደረግበትን መስመር በእያንዳንዱ አቅጣጫ መጨመርን ያካትታል። በዚህ ጊዜ ከ I-270 ምስራቅ መታጠፊያ እስከ MD 5 ድረስ I-495 ምስራቅ ላይ ምንም አይነት እርምጃ፣ ወይም ማሻሻያዎች አልተካተቱም። በ Along I-270 መስመር ላይ አሁን ያለው ሰብሳቢ-አሰራጭ (C-D) መስመሮች ከ Montrose Road እስከ I-370 እንደተጠቀሰው ማሻሻያ የሚወገድ ይሆናል። የሚተዳደሩት መስመሮች ከ ዋናው መስመር የሚለዩ ሲሆን ይህም በ 4ጫማ ስፋት ባላቸው አካፋይ ፓይሎኖች ነው። የትራንዚት አውቶብሶች እና HOV 3+ ተሽከርካሪዎች ቁጥጥር የሚደረግባቸውን መስመሮች ከክፍያ ነጻ እንዲጠቀሙ ይሆናል።

[2] NCPC እና M-NCPPC ተመራጭ በሆነው አማራጭ ላይ ስምምነት ላይ አልደረሱም።

ምስል ES-1: አማራጭ 9 – ደረጃ 1 ደቡብ የተለመዱ ክፍሎች (HOT የሚተዳደሩ መስመሮች በ ቢጫ የሚታዩ ይሆናል)



ተመራጭ በሆነው አማራጭ ላይ የሚፈለጉት አማራጮች ላይ የሚካተቱት ክፍሎች ምንድን ናቸው?

ለብቻቸው ያሉ የትራንዚት መስመሮች የ ጥናት አላማውን እና ፍላጎት እንደማያሟሉ ስለታወቀ፣ ተመራጭ የሆነው አማራጭ ከፕሮጀክት አላማውን አሁን ያሉ መልቲሞዳል እንቅስቃሴዎችን እና ግንኙነቶች ጋር ተጣጣሚ የሆኑ ነገሮችን ያካትታል። (ተመራጭ ከሆነው አማራጭ አንጻር ከትራንዚት ነገሮች ጋር ግንኙነት ላላቸው ለተጨማሪ ዝርዝሮች **ምእራፍ 2፣ ክፍል 2.3.7** ይመልከቱ።) ይህንን ቁልፍ ጉዳይ ወደፊት ከማምጣት አንጻር አንዲሁም የህዝቡን እና እስካሁንም የመጡ የወኪሎችን አስተያየቶች መልስ ከመስጠት አንጻር MDOT SHA ተመራጭ በሆነው አማራጭ ላይ የትራንዚት እንቅስቃሴን እና ግንኙነትን ለማሻሻል ያሉ እድሎችን ለይቷል። እነዚህም የሚከተሉትን ያካትታሉ፡

- ፍጥነት እንዲጨምር፣ አስተማማኝ የሆነ ጉዞ ለማረጋገጥ እንዲሁም የአስቶብስ አገልግሎት/ሲስተሞች በቀጥታ ከከተማ እና ከተማ ዳርቻ እንዲሁም የንግድ ሰፈሮች ላይ እንዲኖር የ HOT የሚተዳደሩ መስመሮች ላይ ከከፍያ ነጻ የአውቶብስ ትራንዚት ጥቅም እንዲኖር መፍቀድ።

- በ Shady Grove Metro (I-370)፣ Twinbrook Metro (Wootton Parkway)፣ Montgomery Mall Transit Center (Westlake Terrace)፣ እና Medical Center Metro (MD 187) ቀጥታ እና ቀጥታ ያልሆኑ ግንኙነቶች ከ ታለመው የ HOT የሚተዳደር መስመር አሁን ወዳሉ የትራንዚት ጣቢያዎች እና የታቀዱ ትራንዚት ተኮር ግንባታ ላይ ማካተት።

- ክልላዊ የትራንዚት ማሻሻል የታቀዱ እና አሁን ያሉ ትራንዚቶችን ለማሻሻል እንዲሁም በክልላዊ ትራንዚት አገልግሎት ላይ አዳዲስ እድሎችን እንደ ተመራጭ የሆኑ አማራጮች የሚከተሉትን ያካትታሉ:
    - በ WMATA Shady Grove Metrorail ጣቢያ ላይ አዳዲስ የአውቶብስ መናህሪያዎችን መገንባት
    - በ Westfield Montgomery Mall Park እና Ride ላይ የመኪና ማቆሚያዎች አቅምን መጨመር

የትራንዚት ጉዳዮች በ Transit Work Group ከግምት ውስጥ የገቡ ሲሆን የጣምራ 495/American Legion Bridge Transit/Transportation Demand Management (TDM) ጥናት ደግሞ በ Virginia Department of Trail and Public Transit እና በ Maryland Department of Transportation Maryland Transit Administration ከግምት ውስጥ ገብተዋል። ሁለቱም እነዚህ ተግባራት ጥንቅሮችን አስገኝተዋል።

ከ *Transit Service Coordination Report* ጋር በጋራ በመሆን ለህዝብ በ ጁን 2020 በ P3 ፕሮግራም ድረገጽ (https://495-270-p3.com/transit-benefits/) ላይ ይፋ የተደረገ ሲሆን በዚህ ምክንያት ተጽእኖ ለደረሰባቸው ካወንቲዎች እንዲሁም ትራንዚት አቅራቢዎች ስለ የሚተዳደሩ መስመሮች የሚያቀርቡት እድል ማለትም እንደ የአስተማማኝነትን ጥቅም እና ፍጥነት ከፍ ማድረግ ያሉ እድሎችን አቅርቧል፤ ለግምገማው መሰረተ ሀሳብ የሆነው ምን እንደሆነ እንዲሁም በአገልግሎት አካባቢው ወደፊት የካፒታል እና እለታዊ ስራ ፍላጎት ቅድሚያ መስጠት እንዲሁም ክልላዊ የትራንዚት አገልግሎትን እንዴት ወደ P3 ፕሮግራም ማካተት እንደሚቻልም ይጨምራል።

የ I-495/ALB Transit/TDM Final Report and Plan የተጠናቀቀው በ ማርች 2021 ሲሆን ድረገጽ ላይ ተለጥፏል። (http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf) ከአንድ ክልል ወደ ሌላው የሚደረግ ጉዞ ላይ የተለያዩ የእንቅስቃሴ ምርጫዎችን ለማቅረብ የተለያዩ የኢንቨስትመንት ጥቅሎችን ለይቷል። እያንዳንዱ ጥቅል የትራንዚት አገልግሎት ጉዳይን፣ ቴክኖሎጂ ማሻሻል፣ የተጓዥ ድጋፍ ፕሮግራሞችን እና የመኪና ማቆሚያ ፍላጎቶችን ድብልቅ ይዟል። የኢንቨስትመንት ጥቅሎች ተጨማሪ ሰዎችን በ American Legion Bridge (ALB) ላይ በጥቂት መኪናዎችን ለማጓጓዝ አማራጮች አቅርበዋል።

በ P3 ስምምነት ላይ ምን ተጨማሪ የትራንዚት መሰጠቶች ተደርገዋል?

በ ኦገስት 11 2021 ላይ በ ሜሪላንድ ህግ መሰረት MDOT እና MDTA ከ ደረጃ 1 ደቡብ P3 ፕሮግራም ጋር በተያያዘ ለ Board of Public Works አቅርቦ ለተወሰኑ ሀሳብ አቅራቢዎች የ ደረጃ 1 P3 ስምምነት ቅድመ ግንባታ እንዲጀመር ፈቃድ አግኝቷል። አንደ ፕሮፖዛሉ አካል የደረጃ ገንቢው በ ሞንትጎመሪ ካውንቲ ውስት በ ስራው ጊዜ ገደብ ውስጥ ለ ደረጃ 1 ደቡብ $300 ለማቅረብ ቃል ገብቷል።

የትራንዚት አገልግሎቱ ላይ ተጨማሪ ድጋፍ ለማድረግ፣ ለ ደረጃ 1 ደቡብ ከፍል P3 ስምምነት፣ በፋይናንስ መዝጊያው ወቅት ለንድፍ እና ከፍተኛ የትራንዚት ኢንቨስትመንት በ ሞንትጎመሪ ካውንቲ ውስጥ ከ $60 ሚሊዮን የማያንስ ለማፍሰስ ቃል ገብቷል፣ ይህም እንደ የኮሪደር ከተማዎች ትራንዚት መስመር፣ አውቶብስ ፍጥነት ትራንዚት በ 355 ኮሪደር ወይም ሌላ ከፍተኛ ፍጥነት ፕሮጀክት አይነት ሲሆን፣ የ Metropolitan Grove Bus Operations and Maintenance Facility ን መገንባት እና መጨረስም ያካትታል።

የ American Legion Bridge መተካት የሚተዳደር መስመር ጥናት አካል ነው?

አዎ፣ ተማራጭ የሆነው አማራጭ የ American Legion Bridge (ALB) ን ሙሉ የሆነ በሰፊ ድልድይ አዳዲሶቹን በሁለቱም አቅጣጫዎች ያሉ HOT መስመሮች ለማካተት እንዲቻል (አሁን ያለውን ማስፋት አይደለም) መተካትን ያካትታል። አሁን ያለው ድልድይ 60 አመት ሊሞላው የደረሰ ሲሆን ይህ ጥናት ባይደረግም እንኳ በሚቀጥለው አስርተ አመት ውስጥ ሊተካ ያስፈልጋል። በግንባታው ወቅት አሁን ያሉትን ያክል መስመሮች ይኖሩ ዘንድ አዲሱ ድልድይ ደረጃ በደረጃ የሚገነባ ይሆናል። አዲሱ ድልድይ አሁን ባለበት ቦታ ላይ የሚተካ ይሆናል።

ዳግም የሚገነባው ALB በ ቨርጂኒያ እና ሜሪላንድ መካከል የብስክሌት እና አግረኞች መተላለፊያ እንዲኖር የጋራ መተላለፊያ የሚኖረው ይሆናል። በእይታ ውስጥ ያሉት የጋራ መተላለፊያ አማራጮች ምን እንደሆኑ ለማወቅ እባክዎ **SDEIS፣ ምእራፍ 2 ክፍል 2.3.8** ን ይመልከቱ

ተመራጭ የሆነው አማራጭ የአወሎነፋስ ጎርፍ እስተዳደርን ጉዳይ መልስ ይሰጥበታል?

አዎን፣ የመጀመሪያ ደረጃ፣ ሀሳባዊ ደረጃ ላይ ያለ የአውሎነፋስ ጎርፍ አስተዳደር (SWM) ትንተና ተመራጭ ለሆነው አማራጭ ተጠናቆ የነበረ ሲሆን LOD ለመወሰንም ድጋፍ አድርጓል። (ተጨማሪ ዝርዝሮችን ለማግኘት የዚህን ሰነድ **ምዕራፍ 2 ክፍለ 2.3.2** ን ይመልከቱ።) አንደ Maryland Stormwater Management የ 2007 አዋጅ፣ MDOT SHA የ SWM ውሀ መጠን እና ጥራት መስፈርትን የሚያሟላ ሲሆን፣ ህክምና የሚቀርብ ሲሆን አሁን ያሉ ሁኔታዎችን በ SWM አዋጅ መሰረት ያሻሽላል።

ተመራጭ ለሆነው አማራጭ፣ የውሀ መጠን አስተዳደር መስፈርት ከ ALB ውሀ ማስተላለፊያ ትቦ ክፍል ውጪ በእያንዳንዱ ውሀ ማስተላለፊያ ትቦ ክፍል ውስጥ የሚሟላ ይሆናል። በተለመዱ አሰራር ሂደት መሰረት፣ የመጠን ማስወገድ ለ ALB የሚቀርብ ሲሆን ይህም በ ቀጥተኛ ከ ፖቶማክ ወንዝ በሚመጣ ውሀ ምክንያት ነው።

ለውሀ ጥራት መስፈርቶች፣ ተመራጭ የሆነው አማራጭ የአካባቢ ንድፍ (ESD) በከፍተኛ ሊተገበር የሚችል መጠን (MEP) የሚያሟላ ይሆናል። ነገር ግን፣ ህክምና በሚያስፈልገው ውሀ የማያስተላልፈው ክፍል ምክንያት እንዲሁም ያሉ የስፍራ ገደቦች ምክንያት፣ ሙሉ የሆነው የው ጥራት መስፈርት በ ውሀ ማስተላለፊያ ትቦዎች ውስጥ ሊቀርብ አልቻለም። በስፍራው ላይ የውሀ ጥራት መስፈርት ሊሟላላቸው ላልቻሉ ለእነዚህ የውሀ ማስተላለፊያ ክፍሎች፣ የጎደለው በዚያው ተፋሰስ ውስጥ ባለ የአውሎነፋስ ጎርፍ አስተዳደር ምትክ በ MDOT SHA *Sediment and Stormwater Guidelines and Procedures* (SSGP)፣ ክፍል 5.5 መሰረት ይሟላል። ከስራው ቦታ ውጪ ምትክ በሚሆን የአውሎነፋስ ጎርፍ አስተዳደር ትንተና መሰረት፣ ብዙ የውሀ ጥራት ስፍራዎች የተለዩ ሲሆን አነዚህም መላውን ውሀ የማያስተላልፍ ክፍል ህክምና (IAT) መስፈርት ተመራጭ ለሆነው አማራጭ በልጠው ተገኝተዋል። (ምትክ ለሚሆነው የአውሎነፋስ ጎርፍ አስተዳደር **ምእራፍ 2፣ ክፍል 2.3.2** እና **SDEIS፣ አባሪ C** ይመልከቱ።)

ለ I-495፣ East of the I-270 East Spur እስከ MD 5 ለተጠኑት ማሻሻዮች ምን ይፈጠራል?

ተመራጭ የሆነው አማራጭ በ ቀሪው I-495 ማሻሻያዎችን በጥናቱ ገደብ ውስጥ የማያካትት ሲሆን፣ ወደፊት በመላው ክልል ውስጥ ባለው ሲስተም ላይ ግን ማሻሻያዎች ሊያስፈልጉ ይችላሉ። እንደዚህ አይነት ማሻሻያ ለብቻው የሚካሄድ ሲሆን፣ ተጨማሪ የአካባቢ ጥናት፣ ትንተና እና ከ ህዝብ፣ ባለድርሻ አካላት እንዲሁም አካባቢያዎ ወኪሎች ጋር ይፈልጋል።

ክፍያ

አዳዲሶቹ መስመሮች ክፍያ የሚያስፈልጋቸው ለምንድን ነው እንዲሁም ክልሉ አነዚህን ለመገንባት ተቋራጭ የሚያስፈልገው ለምንድን ነው?

የ ሜሪላንድ ክልል ይህንን ያክል ስፋት ያለውን ግንባት ለማድረግ ገንዘብ የሌለው ሲሆን ለ ደረጃ 1 ደቡብ በግምት ከ $3 እስከ $3.5 ቢሊዮን ወጪ እንደሚኖረው ይገመታል። በተጨማሪም፣ ክፍያዎችን በማስከፈል ብድሮችን ቢከፍልም ክልሉ ማሻሻያዎችን ለማድረግ የሚያስፈልግ ብድር ለመበደር የሚበቃ ቦንድ አቅም የለውም። ስለዚህ ፣ ግዛቱ በተወዳዳሪ ሂደት የምዕራፍ አልሚን መርጦ፣ አልሚዉ ለተወሰነ ጊዜ የክፍያ መንገዶች ገቢን በመጠቀም ዲዛይን የሚያደርግበት ፣ የሚገነባበት ፣ ፋይናንስ የሚያደርግበት ፣ የሚሠራበት እና የሚጠበቅበት ምዕራፍ P3 ስምምነት ውስጥ ገብቷል። MDOT SHA በ I-495 እና I-270 ላይ ያሉትን መስመሮች ሁሉ በባለቤትነት መያዙን እና ሀይዌይ የታለመለትን የመጓጓዣ ተግባር ማሟላቱን ያረጋግጣል።

የክፍያ ተመኖች እንዴት ይዘጋጃሉ?

የክፍያ ተመን ወሰን ዝግጅት ሂደት የሚመራው በ MDTA ነው። በሜሪላንድ በተብራራው ኮድ እና በ COMAR ርዕስ 11 የትራንስፖርት መምሪያ ፣ንዑስ ርዕስ 07 MDTA ፣ ምዕራፍ 05 የክፍያ መርሃ ግብር ክለሳዎች የሕዝብ ማስታወቂያ (11.07.05) ፣ የትራንስፖርት አንቀጽ §4-312 መሠረት የክፍያ ተመኖችን የማዘጋጀት ፣ የመከለስ እና የማስተካከል ሥልጣን ያላቸው ብቸኛ የመንግስት አካል ናቸው። MDTA ለደረጃ 1 ደቡብ ገደቦች የክፍያ ተመን ጣሪያዎችን የማዘጋጀት እና የክፍያ አሰባሰብ ሥራዎችን የማከናወን ኃላፊነት አለበት።

የክፍያ ተመን ክልል ቅንብር ሂደት ዝቅተኛ የክፍያ ተመኖች ፣ ከፍተኛ የክፍያ ተመኖች ፣ ለስላሳ ተመን ካፕዎች በዝቅተኛ እና ከፍተኛ የክፍያ ተመን ክልሎች ፣ ዓመታዊ የክፍያ ጭማሪ ሂደት እና ለአንዳንድ ዓይነት ተሽከርካሪዎች የክፍያ ቅናሾች ለመመስረት በ MDTA ሠራተኞች ሀሳብ ላይ ያተኮረ ነው ።

የሕዝብን አስተያየቶችን ማዳመጥና መመዝገብ ፣ በሜሪላንድ የተብራራ ኮድ በትራንስፖርት አንቀጽ §4-312 ውስጥ ተገልጿል። የመጀመሪያው ሀሳብ በግንቦት 12 ቀን 2013 ለMDTA ቦርድ ቀርቧል። በሂደቱ መሠረት ቦርዱ የክፍያ ጥያቄውን ወደ የሕዝብ ችሎቶች እና ለሕዝብ አስተያየት ጊዜ ለመውሰድ ድምጽ ሰጥቷል ፣ በዚህም የግዛቱን ሕግ በማክበር ሕዝቡ በክፍያ ተመን ክልል ቅንብር ሂደት ውስጥ የተሰማራ መሆኑን ለማረጋገጥ እና ለሕዝብ ለመገምገም እና አስተያየት ለመስጠት እድሎችን ይሰጣል።

የሕዝብ ችሎቶች በሐምሌ 5 እና 7 ፣ 2013 የተካሄዱ ሲሆን የክፍያ ተመን ወሰን ሀሳብን ለማመላከት በመተንተን ውስጥ ጥቅም ላይ የዋለውን መረጃ እና ጥናቶች ጨምሮ ሁሉም የህዝብ የመስማት ቁሳቁሶች በ MDTA ድርጣቢያ ላይ ተለጥፈው ለሕዝብ በ https://mdta.maryland.gov/ALB270TollSetting ለማየት እንዲችሉ ተደርገዋል። የአስተያየቱ ጊዜ ከግንቦት 12 እስከ ነሐሴ 6 ቀን 2013 ድረስ ቆይቷል። በነሐሴ 20 ቀን 2013 MDTA የቦርድ ስብሰባ ላይ ፣ የMDTA ሠራተኞች በሕዝባዊ ችሎቶች ላይ ያገኙትን ማንኛውንም የሕዝብ አስተያየት ማጠቃለያ እና ትንታኔ አቅርበዋል። በተጨማሪም ከቦርዱ አባላት ለቀረቡላቸው ጥያቄዎች ምላሽ ሰጥተዋል። የተቀበሉት የህዝብ አስተያየቶች ማጠቃለያ እና የአስተያየቶቹ ትንተና በ MDTA ድረ -ገጽ mdta.maryland.gov/ALB270TollSetting/PublicParticipation ላይ ይገኛል።

የህዝብ አስተያየቶችን ከግምት ካስገባ በኋላ ፣ በመስከረም 20 ፣ 2013 ፣ MDTA የቦርድ ስብሰባ ላይ ፣ የ MDTA ሠራተኞች የመጨረሻውን የክፍያ ተመን ክልል ሀሳብ አቅርበዋል። ይህ የመጨረሻው የክፍያ መጠን ክልል ለቦርዱ የሚመከር ተግባር ይሆናል እና በ MDTA ድረ -ገጽ mdta.maryland.gov/ALB270TollSetting ላይ ይገኛል።

የክፍያ ተመኑ ምን ሊሆን ይችላል?

በገቢ ላይ ብቻ ከማተኮር ይልቅ ፣ ተመራጭ አማራጭ በ HOT መስመሮች ውስጥ 45 ማይልስ ወይም ከዚያ በላይ ፍጥነቶችን ለመጠበቅ ዲዛይን ቢደረግ ነው። የ HOT መስመሮች ዓላማ ነፃ የትራፊክን ፍሰት መጠበቅ እና በትራፊክ ፍሰት ላይ ተጽዕኖ ለማሳደር የዋጋ አሰጣጥ ሁኔታዎችን መጠቀም ነው። እንደዚሁም ፣ የHOT መስመሮች ለተመሠረቱ የአሠራር መለኪያዎች የሚሰሩ መሆናቸውን ለማረጋገጥ የክፍያ ተመን ወሰን ይዘጋጃል ፣ ይህም የአቅርቦትን እና የፍላጎትን ኢኮኖሚያዊ መርሆዎች በHOT መስመሮች አጠቃቀም ላይ ተጽዕኖ ያሳድራል። የደረጃ 1 ክፍል አልሚ በክፍያ ተመን ክልል ቅንብር ሂደት መጨረሻ ላይ ከፀደቀ፣ በተቋቋመው የክፍያ ተመን ክልሎች ውስጥ የክፍያ ተመኖችን የማዘጋጀት ኃላፊነት አለበት።

የታቀደው የክፍያ መጠን ክልል ለተመራጭ አማራጭ - ደረጃ 1 ደቡብ ገደቦች በMDTA ድረገጽ በ http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal ላይ ይገኛል። የክፍያ ተመን ክልሎች ለዝቅተኛ የክፍያ ተመኖች፣ ለስላሳ የክፍያ ተመን ካፓች እና ለከፍተኛ HOT መስመሮች የክፍያ ተመኖችን ያጠቃልላል። የክፍያ ተመኑ ክልሎች የ P3 ፕሮግራም ስምምነቶች (50 ዓመታት እንደሚሆኑ የሚገመተው) ለመሸፈን በቂ መሆናቸውን ለማረጋገጥ፣ ተመኖች እንዲሁ ዓመታዊ የማሳደጊያ ሁኔታዎችን ያጠቃልላሉ። የክፍያ ተመኖች ተለዋዋጭ እንዲሆኑ ተደርገው ይዘጋጃሉ፣ ይህም ማለት የ HOT መስመሮችን ለመጠቀም የሚመርጡ

ደንበኞች ፈጣን እና ይበልጥ አስተማማኝ ጉዞ እንዲኖራቸው ለማድረግ፣ በትራፊክ ፍሰት እና ፍጥነት ላይ በመመስረት በ HOT መስመሮች ውስጥ በየአምስት ደቂቃዎች ሊለወጡ ይችላሉ ማለት ነው። በእያንዳንዱ የክፍያ ክፍል ውስጥ በእውነተኛ-ጊዜ ትራፊክ ላይ በመመርኮዝ ትክክለኛው የክፍያ ተመኖች ይለወጣሉ።

መጓጓዣ እና ትራፊክ

ለ SDEIS ምን የትራፊክ ትንተና ተዘምኗል?

የትራፊክ ትንተናው ከተሻሻለው የ MWCOG ክልላዊ ትንበያ ሞዴል ፣ ስሪት 2.3.75 የትራፊክ መጠን ትንበያዎችን በመጠቀም የ 2040 የንድፍ ዓመት እስከ የ 2045 ዲዛይን ዓመት ድረስ ለህንፃ ግንባታ እና ተመራጭ አማራጮች ተዘምኗል። DEIS ጥናቱ ሲጀመር የነበረውን ወቅታዊ ስሪት እና እስከ 2040 ዓመት ድረስ ብቻ የተተነበየ የትራፊክ ፍላጎት የሆነውን የ MWCOG የመጀመሪያ ስሪት 2.3.71 ን ተጠቅሟል።

ለወደፊት የትራፊክ ሁኔታዎች ፣ ተመራጭ አማራጭ ተገምግሟል እና ለበርካታ ቁልፍ የአሠራር መለኪያዎች የተዘመኑትን 2045 ትንበያዎች በመጠቀም ከ ግንባታው ሁኔታ ጋር ፍጥነት ፣ መዘግየት ፣ የጉዞ ጊዜ ፣ የአገልግሎት ደረጃ ፣ የውጤት ፍሰት እና በአከባቢው አውታረመረብ ላይ የሚያሳድረው ተጽዕኖ አነጻጽሩዋል። እነዚህ መለኪያዎች አማራጮችን ለመገምገም እና ለማወዳደር በ DEIS ውስጥ ጥቅም ላይ የዋሉ ተመሳሳይ መለኪያዎች ናቸው። ለተጨማሪ ዝርዝሮች የዚህን **SDEIS** እና SDEIS **ምዕራፍ 3** ፣ **አባሪ ሀን** ይመልከቱ።

SDEIS፣ ምዕራፍ 3 እንዲሁም MDOT SHA በ COVID-19 ወረርሽኝ ፍላጎት እና ትንበያዎች ላይ ስለሚያስከትለው ውጤት እንዴት እንደሚያስብ ያብራራል። ተጨማሪ ዝርዝሮችን ለማግኘት **ምዕራፍ 3፣ ክፍል 3.1.4** እና **SDEIS፣ አባሪ ለ** ይመልከቱ።

የትራፊክ አፕሬሽን ትንተናዎች ውጤቶች ምንድን ናቸዉ ?

የያለ ግንባታ አማራጭ እና ተመራጭ አማራጭ የንድፍ ዓመት 2045 የትራፊክ አሠራር ግምገማ ውጤቶች ከዚህ በታች ጠቅለል ተደርገው እና በዚህ SDEIS **ምዕራፍ 3** እና **SDEIS, አባሪ ሀ** ውስጥ የቀረቡ ናቸው።

ያለ ግንባታ የሚለው አማራጭ አሁን ባሉት ሁኔታዎች ውስጥ ያጋጠሙትን ጉልህ የሆኑ የአሠራር ጉዳዮችን አይመለከትም። የረጅም ጊዜ የትራፊክ ዕድገትን ማስተናገድ አይችልም ፣ ይህም የዘገየ የጉዞ ፍጥነት፣ ከፍተኛ መዘግየቶች፣ ረጅም የጉዞ ጊዜዎች እና አስተማማኝ ያልሆነ አውታረ መረብን ያስከትላል። በ 2040 እና በ 2045 መካከል ባለው ተጨማሪ የታቀደ የትራፊክ ዕድገት ምክንያት፣ በDEIS ውስጥ ከቀረቡት የ 2040 ያለ ግንባታ ውጤቶ ጋር ሲነጻጸር፣ የ 2045 ያለ ግንባታ ውጤቶች በ I-495 እና I-270 ላይ ከፍተኛ መዘግየቶችን እና የጉዞ ጊዜዎችን ያሳያሉ። በ 2045 ትንበያ ውስጥ የተካተቱ ተጨማሪ የመጓጓዣ ፕሮጀክቶች ቢኖሩም ይህ የትራፊክ ዕድገት በአከባቢው የመንገድ አውታር ላይ የታቀዱ መዘግየቶችን በትንሹ ለመቀነስ ይረዳል።

የተመረጠ አማራጭ ተፅዕኖዎችን ለማስወገድ እና ለመቀነስ ሲባል ምንም እርምጃ ወይም ምንም ማሻሻያዎችን ባያካትትም እንኳ ለስርዓቱ ተጨባጭ የአሠራር ጥቅሞችን ለመስጠት የታቀደ ነው። መጨናነቅን በሚቀንስበት ጊዜ ይህ አማራጭ በአሜሪካን Legion Bridge እና በ I-270 ደቡባዊ ክፍል ላይ ያለውን የጭነት ፍሰትን በከፍተኛ ሁኔታ ይጨምራል። እንዲሁም ፍጥነት ይጨምራል፣ አስተማማኝነትን ያሻሽላል፣ እንዲሁም በአብዛኛዎቹ በ I-495 ፣ I-270 እና በአከባቢው የመንገድ አውታር መረብ ላይ ከያለ ግንባታ አማራጭ ጋር ሲነፃፀር የጉዞ ጊዜዎችን እና መዘግየቶችን ይቀንሳል። ምንም እንኳን የተመረጠ አማራጭ በDEIS (እንደ አማራጮች 9 እና 10 ያሉ) የተገመገሙትን የ 48 ማይል የጥናት ገደቦችን ያካተተ ከግንባታ አማራጮች ጋር ሲነጻጸር ለትራፊክ አሠራሮች አነስተኛ መሻሻልን ቢሰጥም፣ ከሕዝብ እና በ I-495 የላይኛው እና ምስራቅ በኩል የንብረት እና የአካባቢ ተፅእኖዎችን ለማስወገድ ጠንካራ ምርጫን ያመለከቱ እና ባለድርሻ አካላት በተሰጠው አስተያየት መሠረት በከፊል ተመርጧል። ከተመረጠው አማራጭ ገደቦች ውጭ በታችኛው በኩል ማነቆዎች ምክንያት፣ በ 2045 የዲዛይን ዓመት ውስጥ በ I-270 በሰሜን አቅጣጫ እና በ I-495 የውስጠኛው ዙር ላይ መጨናነቅ PM ከፍተኛ የሥራ ሰዓታት ላይ ይፈጠራል።

በኢንተርስቴት ሲስተም ላይ ደህንነትን፣ ሥራዎችን እና የምህንድስና ተቀባይነትን ለማረጋገጥ የ FHWA እውቅና የሆነው FEIS እና የኢንተርስቴት የመዳረሻ ነጥብ ማረጋገጫ (Interstate Access Point Approval, IAPA) ፣ የወደፊቱ ዋና መስመር እና አካባቢያዊ የአሠራር ተፅእኖዎች የበለጠ ዝርዝር ግምገማን የተመረጠ አማራጭን ያካትታል። ደህንነትን እና አሠራርን የበለጠ የመፍታት እድሎች ከNEPA መደምደሚያ በኋላ እና በመጨረሻው ዲዛይን ወቅት በተመረጠው አማራጭ ላይ ይገመገማሉ።

በአጠቃላይ፣ የተመረጠው አማራጭ ከያለ ግንባታ በእጅጉ የተሻሉ ተጨባጭ የአሠራር ጥቅሞችን ይሰጣል።

የአካባቢ ሀብቶች፣ መዘዞች እና ቅነሳ

የተመረጠው አማራጭ በአከባቢ ሀብቶች ላይ የሚያሳድረው ተጽዕኖ ምንድነው?

በምዕራፍ 4 ውስጥ የቀረቡት አካባቢያዊ ውጤቶች ለተመረጠው አማራጭ ተገልፀዋል። ከ DEISበኋላ፣ ዲዛይን በተመረጠው አማራጭ ላይ እንዲራቀቅ ተደርጓል። ቋሚ ወይም የረጅም ጊዜ እና ጊዜያዊ ወይም የአጭር ጊዜ፣ ከግንባታ ጋር የተዛመዱ ውጤቶች በቁጥር ተይዘው በዚህ SDEIS ውስጥ ቀርበዋል። የተመራጭ አማራጭ የአካባቢ ውጤቶች ማጠቃለያ በ **Table ES-1** ውስጥ ቀርቧል።

ሠንጠረዥ ES-1: የተመረጠው አማራጭ ሊቆጠሩ የሚችሉ ተፅዕኖዎች ማጠቃለያ

ሀብት	ቋሚ[1]	ጊዜያዊ[1]	ጠቅላላ[1]
በፓርኩ ንብረቶች (ኤከር) ላይ አጠቃላይ ሊሆኑ የሚችሉ ውጤቶች	21.0	15.1	**36.1**
የሚፈለገው ጠቅላላ የመንገድ ራይት ኦፍ ዌይ[2] (ኤከር)	97.2	18.7	**115.9**
በቀጥታ የተጎዱት የንብረቶች ብዛት (ቁጥር)	-	-	**501**
ወደ ሌላ ቦታ የሚዛወሩ የመኖሪያ ቦታዎች ብዛት (ብዛት)	-	-	**0**
ወደ ሌላ ቦታ የሚዛወሩ ንግዶች ብዛት (ብዛት)	-	-	**0**
አሉታዊ ተፅዕኖ ያለባቸው ታሪካዊ ሀብቶች[3] ብዛት (ብዛት	-	-	**11**
ተጽዕኖ ያለባቸው ለጫጫታ የማይስማማቸው አካባቢዎች (ብዛት)	-	-	**49**
ጥያቄ ውስጥ ያሉ ጣቢያዎች አደገኛ ቁሳቁሶች (ብዛት)	-	-	**255**
ጥያቄ ውስጥ ያለ ልዩ ስቴት እርጥበታማ ቦታዎች (ኤከር)	0	0	**0**
እርጥበታማ ቦታዎች[4] (ኤከር)	3.7	0.6	**4.3**
የእርጥበታማ ቦታ 25 ጫማ ክልል[4] (ኤከር)	6.5	0.6	**7.1**
የውሃ መንገዶች[4] (ካሬ ጫማ)	673,757	343,945	**1,017,702**
የውሃ መስመሮች[4] (ቀጥ ያለ ፊት)	43,852	2,701	**46,553**
የደረጃ II ተፋሰሶች (ኤከር)	0	0	**0**
በ 100 ዓመት ተመልሶ የሚመጣ ጎርፍ (ኤከር)	33.7	15.1	**48.8**
የደን ካኖፒ (ኤከር)	479.6	20.3[5]	**500.1**
ብርቅዬ፣ ስጋት ያለባቸው እና ለአደጋ የተጋለጡ ዝርያዎች መኖሪያ (ኤከር)	33.4	23.0	**56.4**
የተጋላጭ ዝርያዎች ፕሮጀክት ግምገማ አካባቢ (ኤከር)	24.5	20.0	**44.5**
ልዩ እና ተጋላጭ አካባቢዎች (ኤከር)	139.2	29.4	**168.5**

ማስታወሻዎች፡ በዚህ ሠንጠረዥ ውስጥ ያሉት ተፅዕኖዎች ለተመረጠው አማራጭ ለዋናው መስመር ማሻሻያዎች ናቸው። ከማካካሻ የዝናብ ውሃ አያያዝ ጋር የተዛመዱ ማንኛውም ተፅእኖዎች መግቢያ ሲሆኑ በ SDEIS ፣ አባሪ ሐ ውስጥ ተብራርተዋል።

[1]ሁሉም እሴቶች ወደ አሥረኛው ቦታ የተጠጋጉ ናቸው

[2] የመንገድ ራይት ኦፍ ዌይ በስቴቱ መዛግብት ምርምር ላይ የተመሠረተ እና እንደአስፈላጊነቱ በካውንቲ ራይት ኦፍ ዌይ ውስጥ ተሞልቷል።

[3] በታሪካዊ ንብረቶች ተጽዕኖዎች ላይ ተጨማሪ ዝርዝሮችን ለማግኘት ምዕራፍ 4 ክፍል 4.7 ን ይመልከቱ።

[4] በረግረጋማ እና የውኃ አካላት ላይ ያሉ ተፅዕኖዎች ላይ ተጨማሪ ዝርዝሮችን ለማግኘት ሠንጠረዥ 4-25, ክፍል 4.12 ን ይመልከቱ።

[5] በመንገድ ግንባታ በቋሚነት በማይፈለጉ ወይም በማይለወጡ አካባቢዎች ውስጥ ጊዜያዊ የደን ሽፋን ተጽዕኖዎች ተጠርጓል። በእነዚህ አካባቢዎች መልሶ መትከል የሥራል። ተፅዕኖዎች ይወገዳሉ እንዲሁም ይቀነሳሉ፣ እንዲሁም በመጨረሻ ዲዛይን ላይ እንደተገለጸው መልሶ መትከል በኮሪደሩ ውስጥ ከፍተኛ ይሆናል።

ሰማያዊ ጽሑፍ = ከሠንጠረዥ 4-1 ፣ ገጽ 4-3 (11/10/21) ጋር እንዲመሳሰል የተሰተካከለ።

በአከባቢ ሀብቶች ላይ ምን ተጽዕኖዎች እንዳሉ ከግምት ውስጥ ገብተዋል?

ከ DEIS ህትመት ጊዜ ጀምሮ ለታሪካዊ ንብረቶች፣ ለፓርኮች፣ ለእርጥበታማ መሬቶች፣ ለእርጥበታማ መሬት ክልሎች፣ ለውሃ አካላት፣ ለደኖች እና ለ የፌዴራል የድንገተኛ አደጋ አስተዳደር ኤጀንሲ 100 ዓመት የመመለሻ ጊዜ ያለው የጎርፍ ተፋሰስ ከተቁጥጥር እና የሀብት ኤጀንሲዎች ጋር በሰፊው በመቀናጀት ማስወገድ እና መቀነስ እንዲራቀቅ ተደርጓል። የተመረጠ አማራጭ፣ በግንባታ ማሻሻያዎች በምዕራፍ 1 ደቡብ ገደቦች ውስጥ ብቻ ፣ ከ 100 ሄክታር የፓርክ መሬት እና በመቶዎች የሚቆጠሩ እርጥበታማ መሬት እና የወንዝ አካላትን ያስወግዳል። ከተመረጠው አማራጭ ጋር የተያያዙ ተፅእኖዎች በዚህ የጥናት የመጀመሪያ ደረጃ ውስጥ በሁሉም አካባቢዎች በከፍተኛ ተጨባጭ ሁኔታ ተወግደዋል እንዲሁም ተቀንሰዋል፣ እንዲሁም ሊቀነሱ ችለዋል፣ እንዲሁም የማስወገድ እና የማቃለል ቴክኒኮች በተለይ በአሜሪካ ሌጌዎን ድልድይ ዙሪያ ያሉ እንደ NPS ፓርክ ንብረቶች ባሉ ተጋላጭ ወይም የመዝናኛ ዋጋ ባላቸው ሀብቶች አካባቢዎች ውስጥ ተጣርተዋል። ተጨማሪ ዝርዝሮችን ለማግኘት የዚህን ሰነድ **ምዕራፍ 2: 4 እና 5** ን ይመልከቱ። ከሚመለከታቸው የቁጥጥር እና የንብረት ኤጀንሲዎች ጋር ቀጣይ እና የወደፊት ቅንጅትን በመፍጠር ተፅእኖዎችን ለማስወገድ፣ ለማቃለል የሚደረገው ጥረት ይቀጥላል። የመጨረሻው ማስወገድ፣ መቀነስ እና ማቃለል በ FEIS ውስጥ ይመዘገባል።

በMorningstar Tabernacle No. 88 Moses Hall እና በመቃብር ንብረት ላይ ወደ ተመረጠው አማራጭ LOD ውስጥ ምን የመቀነሻ ጥረቶች ተካተዋል?

የ DEIS ህትመትን ተከትሎ ለሕዝብ፣ ለኤጀንሲ እና ለባለድርሻ አካላት አስተያየቶች ምላሽ ሲሰጥ፣ MDOT SHA ን በMorningstar Tabernacle No. 88 Moses Hall እና በመቃብር ንብረት ላይ LOD ን አጥርቷል። በክረምት 2021 መጨረሻ ላይ የ Morningstar የመቃብር ስፍራ ተፅእኖዎች በ DEIS ውስጥ ለ አማራጭ 9 ከተዘገበው 0.3 ኤከር (13,068 ካሬ ጫማ) በግምት ወደ 14 ካሬ ጫማ ጊዜያዊ አካባቢ ከንብረቱ አጠገብ ለድምፅ ማገጃ ግንባታ ያስፈልጋል። ይህ ጥረት በመቃብር ወሰን ውስጥ ያለውን የመሬት ሁከት ሁሉ አስቀርቷል። ቅነሳው ለሕዝብ እና ለኤጀንሲ አስተያየቶች ምላሽ የነበረ ሲሆን በመቃብር ንብረቱ ላይ የሚኖረውን ተፅእኖ ለመቀነስ በCabin John Parkway መሳለጫ መወጣጫ አወቃቀር ላይ ለውጦችን ጨምሮ በዲዛይን ማሻሻያዎች ምክንያት ነበር። በ 2023 የበጋ ወቅት ፣ ከMorningstar የመቃብር ድንበር ውስጥ እና በአቅራቢያው ያሉ ምልክት የተደረገባቸው እና ምልክት ያልተደረገባቸው መቃብሮችን ለመለየት እና ካርታ ለመለየት ተጨማሪ ምርመራ ተደርጓል። ለዚህ የምርመራ ውጤት ምላሽ ተጨማሪ የንድፍ ማሻሻያዎች ተደርገዋል እናም የ Morningstar የመቃብር ንብረትን ሙሉ በሙሉ ማስወገድ አሁን ተችልዋል።

በአሜሪካን ሌጅዮን ድልድይ ዙሪያ በፓርኩ ንብረቶች እና ተጓዳኝ ሀብቶች ውስጥ ወደ ተመረጭ አማራጭ LOD ውስጥ ምን የመቀነስ ጥረቶች ተካተዋል?

በጣም አስፈላጊው የማስቀረት እና የመቀነስ ጥረቶች ከረቂቅ ክፍል 4 (ረ) ግምገማ እና DEIS በ ALB ዙሪያ ትኩረት ከተደረገ በኋላ ነው። MDOT SHA እና FHWA በ DEIS ውስጥ በቀረበው ALB አካባቢ ስለ LOD ለመወያየት ዲሴምበር 8 ቀን 2020 ከ NPS ጋር ተገናኝተዋል። MDOT SHA በ ALB አካባቢ ያለውን LOD ዳግም ምርመራ እንዲያደርግ NPS በመሬት እና በተፈጥሮ ሃብት ላይ ያለውን ተጽእኖ እንዲገድብ NPS ጠይቋል። MDOT SHA በድልድይ አሰራር፣ ተፈጥሮአዊ ሃብት እና ባህላዊ ሃብቶችን በአገር አቀፍ እና በአካባቢ ባለሙያዎችን የያዘ 'ALB ስትራይክ ቡደን' በማዋቀር የሚከተሉት ተልእኮ ተሰጥቷቸዋል፡

ተፅእኖዎችን ለማስወገድ፣ ALB ን ለመተካት አማራጮችን ለማዳበር እና ለመገምገም፣ በተቻለ መጠን፣ እና በ C&O ቦይ ብሔራዊ ታሪካዊ ፓርክ እና በ NPS ጆርጅ ዋሽንግተን መታሰቢያ ፓርክዌይ ክፍሎች ላይ አጠቃላይ የአካባቢያዊ ተፅእኖዎችን ለመቀነስ።

የ ALB ስትራይክ ቡድን አንዳቸውም ቢሆኑ LOD ን የበለጠ ሊገድቡ ይችሉ እንደሆነ ለመወሰን የድልድይ ግንባታ አቀራረቦችን ግምት ውስጥ አስገብቷል። የ ALB ስትራይክ ቡድን ከላይ ወደ ታች በተከፋፈለ የግንባታ አቀራረብ ላይ

ዝርዝር ምርመራ አካሂዷል፤ ከላይ ወደታች ገመድ የቆመ አቀራረብ; እና ተንሸራታች ቦታ ድልድይ ግንባታ አቀራረብ። በተጨማሪም፣ የመስክ ትንተና እና በቀላሉ ሊገኝ የሚችል መረጃ ከተገመገመ በኋላ፣ MDOT SHA እና ALB ስትራይክ ቡድን በግንባታ ላይ ያለውን ተደራሽነት በማስወገድ በወንዙ ደረጃ ወደ ጣቢያው መድረስ በክላራ ባርተን ፓርክዌይ በኩል ወደ ወንዙ ሰሜናዊ ክፍል ሊጠናከር እንደሚችል ወስነዋል። በድልድዩ ዙሪያ ሌሎች ሦስት አራት ማዕዘኖች እና በ NPS መሬት ላይ የሚያሳድረውን ተጽዕኖ በከፍተኛ ሁኔታ በመቀነስ። ይህ የሚሳካው በሰሜን ምዕራብ አራተኛ ክፍል ከሚገኘው ክላራ ባርተን ፓርክዌይ ጊዜያዊ የግንባታ መዳረሻ የመንገድ መግቢያ በመገንባት እና በ C&O ቦይ ላይ ጊዜያዊ ድልድይ እና ከ C&O Canal towpath ጋር ትይዩ የሆነ ጊዜያዊ የመንገድ መንገድ በመግጠም ነው። ይህ ጥረት በጆርጅ ዋሽንግተን መታሰቢያ ፓርክዌይ ላይ የ 7.8 ኤከር ቅነሳ እና በቼሳፒክ እና በኦሃዮ ቦይ ብሔራዊ ታሪካዊ ፓርክ ላይ የ 5.3 ኤከር ቅነሳን አስከትሏል። በ ALB ስትራይክ ቡድን ጥረቶች ላይ ተጨማሪ ዝርዝሮችን ለማግኘት **ምዕራፍ 4 ክፍል 4.12.4** ን ይመልከቱ።

ማስወገድ ለማይቻል የአካባቢ ተፅእኖዎች ምን መቀነሻ ነው የሚታሰበው?

ከተመረጠው አማራጭ ለአካባቢያዊ ሀብቶች ሊወገዱ የማይችሉ ተፅእኖዎች ጽንሰ -ሀሳባዊ ቅነሳ እድገቱ የተከሰተው ከ DEIS ጀምሮ ነው። የታቀደው ፅንሰ -ሀሳባዊ ቅነሳ **በምዕራፍ 4** ውስጥ በሚመለከተው ሃብት ተወያይቷል እና በሚከተሉት ሀብቶች ላይ በፅንሰ -ሀሳብ ቅነሳ ዕቅድ (**DEIS፣ አባሪ Q**) ውስጥ በዝርዝር ተዘርዝሯል - እርጥብ መሬቶች; ደኖች; አልፎ አልፎ፣ ለአደጋ የተጋለጡ እና ለአደጋ የተጋለጡ ዝርያዎች; መናፈሻ ቦታ; ባህላዊ ሀብቶች; ጫጫታ; አየር; ንብረቶች; አደገኛ ቁሳቁሶች; የመሬት አቀማመጥ፣ ጂኦሎጂ፣ አፈር; የከርሰ ምድር ውሃ; የአካባቢ ፍትህ; የእይታ ውበት; የውሃ ባዮታ; እና ልዩ እና ስሜታዊ አካባቢዎች። ጥናቱ እየገፋ ሲሄድ እና በዚህ SDEIS ላይ የሕዝብ፣ የባለድርሻ አካላት እና የወኪል አስተያየት ሲሰጥ ተጨማሪ የማቃለል እርምጃዎች ተለይተው ይጣራሉ። የመጨረሻው ቅነሳ በ FEIS ውስጥ ይመዘገባል።

የዘመነ ረቂቅ ክፍል 4 (f) ግምገማ ምንድነው?

በተሻሻለው (እ.ኤ.አ. በ 1966) የ USDOT አዋጅ ክፍል 4 (f) (49 U.S.C. 303 (ሐ)) የሚከተሉት ሁኔታዎች ተፈጻሚ ካልሆኑ በስተቀር FHWA ን ጨምሮ USDOT የመንግሥት አጠቃቀም ፓርክ፣ የመዝናኛ ሥፍራ፣ የዱር አራዊት ወይም የውሃ ወፍ መጠለያ፣ ወይም የሕዝብ ወይም የግል ታሪካዊ ቦታ የመሬት አጠቃቀምን ማጽደቅ እንደማይችል ይደነግጋል።

- FHWA ከንብረቱ የመሬት አጠቃቀም አማራጭ እና የማይቻል የማስወገድ አማራጭ እንደሌለ ይወስናል፣ እና ድርጊቱ በእንደዚህ ዓይነት አጠቃቀም ምክንያት በንብረቱ ላይ የሚደርሰውን ጉዳት ለመቀነስ ሁሉንም እቅዶችን ያጠቃልላል (23 CFR §774.3 (a) (1) እና (2)); ወይም
- FHWA በአመልካቹ የተፈጸመውን ጉዳት ለመቀነስ ማንኛውንም እርምጃዎችን ጨምሮ የአንቀጽ 4 (f) ንብረቶችን መጠቀሙ በንብረቱ ላይ የ*de minimis* ተፅእኖ እንዳለው ይወስናል (23 CFR §774.3 (b))።

በሐምሌ 2020 ረቂቅ ክፍል 4 (f) ግምገማ እና DEIS ከታተመ ጀምሮ፣ ተመራጭ አማራጭ እንደ አማራጭ 9 - ደረጃ 1 ደቡብ ሆኖ ተለይቷል፣ ይህም በ DEIS እና ረቂቅ ክፍል ውስጥ እንደ አማራጭ 9 አካል የቀረበውን ተመሳሳይ የግንባታ ማሻሻያዎችን ያካተተ ሲሆን 4 (f) ግምገማ ግን በደረጃ 1 ደቡብ ገደቦች ብቻ የተገደበ። ከደረጃ 1 ደቡብ ውጭ በጥናት ገደቦች ውስጥ ምንም እርምጃ ወይም ምንም መሻሻል አይከሰትም። ይህ በተመረጠው ተለዋጭ ላይ የተሰጠው ውሳኔ ለክልል 4 (f) ንብረቶች ስልጣን ያላቸውን ባለሥልጣናት (OWJ) ጨምሮ ከወኪሎች እና ከባለድርሻ አካላት ጋር ተጨማሪ ቅንጅት እና ማዳመጥን ከግምት ውስጥ ያስገባ ነበር። ተመራጭ አማራጭ ከክፍል 4 (f) ሀብቶች መራቅን ለሚጠይቁ አስተያየቶች ምላሽ የሚሰጥ ሲሆን ጥናቱ ቀደም ሲል ከተወሰነ ደረጃ አሰጣጥ እና የፍቃድ አቀራረብ ጋር የሚስማማ እንዲሆን ያስተካክላል።

የዚህ SDEIS **ምዕራፍ 5** በተመረጠው አማራጭ ላይ መረጃ ለመስጠት የዘመነውን ረቂቅ ክፍል 4 (f) ግምገማን ያጠቃልላል። በዚህ የዘመነ ረቂቅ ክፍል 4 (f) ግምገማ ውስጥ የተካተተው መረጃ በተመረጠው አማራጭ ክፍል 4 (f) ንብረትን ስለመጠቀም የ FHWA ግምት ያሳውቃል። ይህ የ SDEIS ምዕራፍ ለ ረቂቅ ክፍል 4(f) ግምገማ ተጨማሪ መረጃ

የሚሰጥ ሲሆን እንደ **DEIS፣ አባሪ F** የተካተተ ነው። ይህ ተጨማሪ መረጃ ረቂቁን ክፍል 4 (f) ግምገማ አይተካም፤ እሱ ተጨማሪ ትንታኔ ብቻ ይሰጣል። ክፍል 4 (f) ግምገማ እና ይህ ማሟያ በ 23 CFR 774፣ በ FHWA 2012 ክፍል 4 (f) የፖሊሲ ወረቀት የ USDOT መመሪያዎችን የሚያካትት ነው። 138 እና 39 U.S.C. 303.

ክፍል 4 (f) ተጽዕኖዎች ምንድናቸው?

የአንቀጽ 4 (f) ንብረት "አጠቃቀም" (ወይም ተጽዕኖ) ይከሰታል፡

(i) መሬት **በቋሚነት** ወደ የትራንስፖርት ተቋም **ሲገባ**፤

(ii) በ 23 CFR §774.13 (d) ውስጥ በተቀመጡት መመዘኛዎች መሠረት ከሕጉ ጥበቃ ዓላማ አንፃር አሉታዊ የሆነ **ጊዜያዊ የመሬት ይዞታ** ሲኖር፣ ወይም

(iii) በ 23 CFR § 774.15 ውስጥ ባለው መስፈርት መሠረት የአንድ ክፍል 4 (f) ንብረት **ገንቢ አጠቃቀም** ሲኖር።

ተመራጭ አማራጭ ከ DEIS ግንባታ አማራጮች ጋር ሲነፃፀር በግምት 105 ሄክታር የሚያክል የ 38 ክፍል 4 (f) ንብረቶችን ከመጠቀም ይቆጠባል። ተመራጭ አማራጭ ለ DEIS ግንባታ አማራጭ 9 ከጠቅላላው 146.8 ኤከር ጋር ሲነፃፀር የ 21 ክፍል 4 (f) ንብረቶችን (ጊዜያዊ እና ቋሚን ጨምሮ) በአጠቃላይ 39.1 ኤከር መጠቀምን ይፈልጋል።

ለተጨማሪ ዝርዝሮች **SDEIS፣ ምዕራፍ 5፣ ክፍል 5.2** እና **DEIS፣ አባሪ F** ን ይመልከቱ። ለክፍል 4 (f) ተጽዕኖዎች ጽንሰ -ሀሳባዊ ቅነሳ ተለይቷል፣ ነገር ግን ከኦህዴድ ጋር ለክፍል 4 (f) ንብረቶች ማስተባበር አሁንም እንደቀጠለ ነው። የመጨረሻው ክፍል 4(f) ግምገማው ተፅእኖዎችን እና ቅነሳዎችን ለማቀናጀት እና ከ OWJ ዎች ጋር የተቀናጀ ቅንጅትን ከ OWJ ዎች ጋር ቀጣይ ቅንጅትን ያንፀባርቃል። የመጨረሻ ክፍል 4(f) ግምገማ እንዲሁ ጉዳትን ለመቀነስ የሚቻለውን ዕቅድ ሁሉ፣ እና አነስተኛውን አጠቃላይ የጉዳት ትንተና እና የመጨረሻውን የማቃለል ግዴታዎች ለማሳየት ትንተናውን ማጠናቀቅን ያካትታል።

ለጥናቱ ቀጣይ እርምጃዎች ምንድናቸው?

ይህ SDEIS በ FHWA እና MDOT SHA ጸድቆ ለፌዴራል፣ ለክልል እና ለአከባቢ ወኪሎች እንዲሁም ለድርጅቶች እና ለሌሎች ፍላጎት ላላቸው አካላት ተሰራጭቶ ለሕዝብ ግምገማ ይገኛል። ለ SDEIS በ 45 ቀናት የግምገማ ጊዜ ውስጥ ምናባዊ የሕዝብ ችሎት ይካሄዳል ፤ የአስተያየቱ ቀነ ገደብ ኖቬምበር 15፣ 2021 ነው። በዚህ የ 45 ቀናት የግምገማ ወቅት፣ SDEIS በጥናቱ ኮሪደሮች ውስጥ እና በፕሮግራሙ ድርጣቢያ ላይ oplanesmd.com/SDEIS በ SDEIS ላይ አስተያየቶች በቃልም ሆነ በጽሑፍ ቢቀበሉም እኩል ተደርገው ይወሰዳሉ እና በ

- በኖቬምበር 1፣ 2021 በቨርቹዋል የሕዝብ ችሎት ላይ የቃል ምስክርነት
- የ SDEIS አስተያየት ቅጽ oplanesmd.com/SDEIS
- ኢሜል ለ MLS-NEPA-P3@mdot.maryland .gov
- ደብዳቤዎች ለጂፍ ፎልደን፣ I-495 እና I-270 P3 የፕሮግራም ምክትል ዳይሬክተር፣ I-495 እና I-270 P3 ቢሮ፣ 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- በ 855-432-1483 ላይ አስተያየት ይደውሉ እና በሶስት ደቂቃ የተገደበ የድምፅ መልእክት ይተው

የ 45 ቀናት የግምገማ ጊዜን ተከትሎ፣ MDOT SHA እና FHWA ሁሉንም አስተያየቶች ይገመግማሉ እና በFEIS አስተያየቱ ጊዜ ማብቂያ ላይ ለተቀበሉት ወይም ለፖስታ ምልክት የተደረገባቸውን ሁሉንም ተጨባጭ አስተያየቶች ምላሽ ይሰጣሉ። ከዚያ ቀን በኋላ የተቀበሉት ወይም የፖስታ ምልክት የተደረገባቸው አስተያየቶች ተገምግመው በተቻለ መጠን ግምት ውስጥ ይገባሉ። በ DEIS እና SDEIS ላይ ከተቀበሉት ሁሉም ተጨባጭ አስተያየቶች አቀማመጥ በተጨማሪ፣ FEIS በ SDEIS ውስጥ ያልተጣራ ወይም ያልተመዘገበ ተጨማሪ እና የዘመነ መረጃን፣ እና የመቀነስ

እርምጃዎችን ያጠቃልላል። ROD በመጨረሻው ዲዛይን እና ግንባታ ወቅት የሚፈጸሙትን ግዴታዎች በሰነድ ይመዘግባል።

የመንግስት-የግል አጋርነት (P3) ፕሮግራም

P3 ምንድነው?

የመንግስት እና የግል አጋርነት (P3) የካፒታል ፕሮጀክት ለማቅረብ አማራጭ ሞዴል ነው። P3 በመንግስት ወይም በመንግስት ዘርፍ ከግል አካላት ጋር ሽርክና ነው። P3 የህዝብ መሠረተ ልማት ለሕዝብ ባለቤቱ እና ለመሠረተ ልማት ተጠቃሚዎች ጥቅም ሲባል የግሉ ዘርፍ ሙያ፣ ፈጠራ እና የገንዘብ ድጋፍን ለመጠቀም ይፈልጋል። P3ዎች ትላልቅ እና ውስብስብ የመሠረተ ልማት ፕሮጀክቶችን ወጪ ቆጣቢ እና ወቅታዊ በሆነ መንገድ ለማቅረብ የመንግሥትና የግሉ ዘርፎች የሚመለከታቸውን ጥንካሬዎች በተሳካ ሁኔታ ለመጠቀም ይፈልጋሉ። በ P3 ስምምነት መሠረት ተግባራት የትራንስፖርት ተቋምን ዲዛይን፣ ግንባታ፣ ፋይናንስ፣ አሠራር እና ጥገናን ሊያካትቱ ይችላሉ። NEPA እና ደረጃ 1 ከስ ሂደትን ለመረዳት ለማገዝ የሚከተሉት ገደቦች ትርጓሜዎች ቀርበዋል።

- ደረጃ 1፡ I-495 ከደቡብ ALB እስከ I-270 እና I-270 ከ I-495 እስከ I-70። እነዚህም የደረጃ 1 P3 ስምምነት ገደቦች ናቸው።
- ደረጃ 1 ደቡብ፡ I-495 ከደቡብ ALB እስከ I-270 እና I-270 ከ I-495 እስከ I-370 ድረስ። እነዚህም የ NEPA ተመራጭ አማራጭ ገደቦች ናቸው።
- ደረጃ 1 ሰሜን፡ I-270 ከ I-370 እስከ I-70።

የደረጃ 1 የመፍትሄ ሂደት እና የ P3 ስምምነት ሁኔታ ምን ይመስላል?

የሜሪላንድ BPW በመጀመሪያ ለ P3 ፕሮግራም የ P3 ሰያሜ በጁን 2019 አፀደቀ እና በጃንዋሪ 2020 ተጨማሪ ማፅደቅ ሰጥቷል። ለ ደረጃ 1 ደረጃ ገንቢን በመፈለግ እነዚህ ማፅደቆች MDOT SHA የ ‹P3› መርሃ ግብር ደረጃ 1 ን ለመንደፍ እና ለመገንባት ተራማጅ P3 ሂደትን እንዲጠቀም ፈቅደዋል። ይህ ተራማጅ አካሄድ በ NEPA ሂደት ወቅት የመጨረሻውን ቁርጠኝነት ሳይደረግ የመጠየቅ ሂደቱ እንዲቀጥል አስችሏል።

እንደ ተራማጅ P3 ከስ አካል፣ MDOT በፌብሩዋሪ 2020 ፍላጎት ያላቸውን ደረጃ ገንቢዎችን ለመፈለግ ጥያቄን (RFP) ሂደትን ተከተለ። MDOT እና MDTA፣ ከአከባቢ አውራጃዎች ተሳትፎ ጋር፣ በጁላይ 2020 አራት ከፍተኛ ብቃት ያላቸው ፕሮፖዛል አቅራቢዎችን ዝርዝር አዘጋጅተዋል። ከአራቱ ዕጩ ዝርዝር ውስጥ ሦስቱ በቅድመ-ልማት ሥራው ውስጥ ለመርዳት ወደ ደረጃ 1 የቅድመ ልማት P3 ስምምነት ለመግባት ሀሳብ አቅርበዋል፣ I-495 ን ከ ALB ወደ I-270፣ እና I-270 ን ከ I- ከ 495 እስከ I-70። በፌብሩዋሪ 2021 MDOT SHA ፕሮጀክቱን ለስቴቱ በጣም ጠቃሚ በሆነ መንገድ ሊያቀርብ የሚችል የተመረጠውን አቅራቢ ለይቶ አውቋል።

በኦገስት 11፣ 2021 በሜሪላንድ ሕግ መሠረት MDOT እና MDTA ለፕሮጀክቱ የጋራ ባለቤትነት ለነበረው ለተመረጠው ፕሮፖዛል አቅራቢ Accelerate Maryland Partners, Inc. (AMP) ደረጃ 1 P3 ስምምነትን ለሕዝብ ሥራዎች ቦርድ አቅርበው አጽድቀዋል። ከ P3 ፕሮግራም ደረጃ 1 ጋር የተዛመደ የቅድመ ልማት ሥራን ያጠናቅቃሉ።

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በአውቶቡስ 355 ኮሪደር ውስጥ የአውቶቡስ ፈጣን ትራንዚት፣ ወይም ሌሎች ቅድሚያ የሚሰጣቸው ፕሮጀክቶች እና የሜትሮፖሊታን ግሮቭ አውቶቡስ ኦፕሬሽኖች እና የጥገና ተቋምን ለመገንባት እና ለማስታጠቅ።

AMP፣ እንደ ደረጃ ገንቢ፣ ከ MDOT፣ MDTA፣ እና ከባለድርሻ አካላት ጋር በመተባበር የቅድመ ልማት ሥራን ጨምሮ የቅድመ-ንድፍ ሥራን ማሳደግን እና የጥንቃቄ እርምጃዎችን የበለጠ ተፅእኖዎችን ለመቀነስ። የደረጃ 1 ደቡብ እና የ FEIS፣ MDOT የቅድመ -ልማት ሥራውን ከጨረሱ በኋላ የደረጃው ገንቢ (“ክፍል ገንቢ” ተብሎ የሚጠራው) በሚለው ክፍል P3 ስምምነት ወደፊት ለመራመድ ከ BPW የመጨረሻ ማፅደቅን ይፈልጋል፣ በግምት ለ 50 ዓመታት ያህል ለአንድ የተወሰነ ክፍል የመጨረሻ ዲዛይን፣ ግንባታ፣ ፋይናንስ፣ ኦፕሬሽኖች እና ጥገና ኃላፊነት አለበት።

APPENDIX H: EJ Initiative Summary Report

Environmental Justice Outreach and Engagement Initiative for the Preferred Alternative

January 31, 2022

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INTRODUCTION

This report provides an update on Environmental Justice outreach and engagement efforts conducted for the Preferred Alternative. The outreach was conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) and is in addition to the outreach and engagement conducted over the course of the Managed Lanes Study (MLS). The purpose of this additional effort was to continue providing opportunities for meaningful engagement with underserved communities directly or indirectly affected by the proposed MLS improvements. The intended result of this engagement was to understand community concerns and identify community enhancements that could be implemented as part of the project to address those concerns.

It should be noted this outreach effort occurred during the ongoing COVID 19 pandemic, which constrained the opportunities for face-to-face engagement. For this reason, MDOT SHA used an online survey as the primary tool for collecting public input on community needs and potential enhancements. The notification methods noted below were implemented to encourage meaningful involvement by low-income and minority race/ethnicity populations.

The Environmental Justice outreach and engagement efforts included:

- Developing an online survey for Environmental Justice community members which was made available in six languages (English, Spanish, Korean, Chinese, Amharic, and French). These are the top languages spoken by limited English proficient populations in Montgomery County as identified in the 2020 Montgomery County Department of Transportation *Language Assistance Plan*
- Using provided and developed outreach lists to identify and coordinate communications with community contacts for the dissemination of survey information
- Contacting regional and local advisory groups for information on groups to contact, additional methods for outreach, and potential community enhancements.
- Sending two email blasts to 230 community groups, associations, civic groups, and advocacy groups, asking them to share the link to the survey with their community members
- Distributing postcards containing QR codes with links to the survey in each of the six languages
- Conducting six community “pop-up” events at grocery stores and shopping centers to spread awareness of the survey, distribute postcards with links to the survey, and invite on-site survey participation via iPads. Spanish, Korean, Chinese, Amharic, or French language translators were available at each event depending on the community
- Distributing yard signs, posters, and/or postcards to churches, low-income multi-family housing, ethnic grocery stores and markets, and health clinics serving Environmental Justice communities, inviting people to participate in the survey
- Targeted outreach to places of worship.

METHODOLOGY

Survey

In view of concerns about public health due to COVID 19, the primary form of public engagement was an online survey to seek feedback on community needs and potential community enhancements (see Appendix A). The survey was hosted on SurveyMonkey and was open for participation for five weeks, from November 10 through December 15, 2021. A QR code linked to the survey was included on yard signs, postcards, and flyers allowing participants to access the survey at their convenience over the five weeks. The survey was translated into five languages, Spanish, French, Amharic, Chinese, and Korean. These are the top languages spoken by limited English proficient populations in Montgomery County as identified in the 2020 Montgomery County Department of Transportation *Language Assistance Plan*. The DEIS and SDEIS materials were translated into the same top five, non-English languages spoken in the study area. Postcards, flyers, yard signs, and targeted social media was used to advertise the QR code and the survey. Sixty-one individuals completed in the survey. The breakdown of completed surveys by language was as follows:

- English – 47
- Spanish – 6
- Korean – 5
- Chinese – 3
- Amharic – 0
- French – 0

The survey contained nine questions. The purpose of questions 1, 2, 4, and 8 was to solicit the specific information that MDOT SHA was looking for: needs or improvements identified by community members. Because engagement with Environmental Justice communities in the project study area will continue as the project moves forward, the purpose of the next several questions (questions 4 through 7) was to facilitate MDOT SHA's future engagement with these communities. These questions sought information on the types of organizations that are relied upon in the communities for general information, potential forums for engagement, as well as languages spoken at home. Question 6 helped MDOT SHA understand the geographic reach this survey achieved.

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

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

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

- Recreational centers, parks, and playgrounds
- Job-training or adult learning centers
- Healthcare centers
- Childcare centers
- Sidewalks, trails, bike lanes
- Other (please specify)

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

- Flooding
- Water quality
- Air pollution
- Safe and healthy housing
- Noise
- Other (please specify)

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

Question #5: Does your community have regular meetings or a social media page to share information? If yes, can you provide more information? [Type the response in the text box.]

Question #6: What is your zip code? [Type your zip code in the text box.]

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

- Amharic
- Chinese
- English
- French
- Korean
- Spanish
- Other (please specify)

Question #8: Are there other improvements needed in your community? [Type response in the text box.]

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

Outreach to Regional and Local Jurisdictions and Advisory Groups

MDOT SHA reached out to regional and local jurisdictions and advisory groups to seek input and feedback on the proposed engagement approach, gather input on best practices on reaching the target communities, and identify specific locations of underserved communities within or near the study area. These groups included the following:

- City of Rockville
- City of Gaithersburg
- Center for Community Engagement, Environmental Justice, and Health (CEEJH) at the University of Maryland School of Public Health
- Montgomery County Department of Transportation Communications
- Montgomery County Advisory Groups:
    - African Affairs Advisory Group
    - Asian Pacific Advisory Group
    - Caribbean American Advisory Group
    - Faith Community Advisory Council
    - Latin American Advisory Group
    - LGBTQ Advisory Group
    - Middle Eastern American Advisory Group
    - Senior Community Advisory Group

Community Contacts

Additionally, MDOT SHA contacted the following community organizations directly to share the survey information with their members and to encourage their membership to participate in the survey:

- Middle Eastern American Advisory Group
- Islamic Center of Maryland
- Community Reach of Montgomery County
- Muslim Community Center
- Casa De Maryland - Rockville Welcome Center
- Latino Health initiative
- Korean Community Service Center of Greater Washington
- First Baptist Church of Rockville
- Saint Raphael's Catholic Church
- Montgomery Medical Clinic
- All Day Medical Care Clinic
- Family Health Center
- CCACC Health - Pan Asian Health Clinic
- Mobile Medical - Ibn Sina Clinic
- Asian American Health Initiative
- Calvary Pentecostal Ministries
- Las Americas Market

- Latino Market Grocery Inc
- Orange Latin Market, Colombian & South American Products
- Savanna International Market Inc
- East Rockville Civic Association
- Chinese Bible Church of Maryland
- Community Ministries of Rockville
- Interfaith Works (IW)
- Korean Community Service Center of Greater Washington, Inc.
- Asian American LEAD
- We Are Casa
- Community Reach of Montgomery County
- MOCO Latino Health Initiative
- American Chinese School
- Korean Community Service Center
- Chinese American Senior Services Association (CASSA)
- Family Hearing Center – The Treatment and Learning Centers
- The Arc of Montgomery County

Email Blasts

An initial email blast containing the survey QR code and project information was sent on November 16, 2021, to 149 community organizations, religious institutions, advocacy, and advisory groups informing people about the survey, inviting them to participate, and encouraging them to share the information and access to the survey with their community members. This list of email addresses and contact names was gathered during the Environmental Justice outreach process for the DEIS and SDEIS. A supplemental list of email addresses was provided by the City of Rockville for this effort. The same email blast was sent to the 81 addresses on that list on December 2, 2021. In total, the email blast was sent to 230 addresses.

A follow-up email blast was sent on December 10, 2021, to all 230 addresses, reminding the recipients that the timeframe to accept survey responses would close on December 15, 2021.

Please refer to Appendix B for the Email Blast content.

Postcards and Flyers Distribution

Postcards and flyers were placed at 38 locations including local medical/health clinics, specialty markets, grocery stores, and places of worship. Please refer to Appendix D for a list of places contacted for the postcard and flyer distribution.

In-Person Engagement

MDOT SHA focused on areas identified in the Environmental Justice Analysis (FEIS Appendix F) and engaged directly with communities with high percentages of low-income and/or minority populations (Rockville and Gaithersburg) through multiple community pop-up events at local specialty markets. Two to three members of MDOT SHA staffed each of the pop-up events. Participants could complete the survey at the pop-up booth via an iPad. Translators were available at each event, specific to the local community. Postcards with a QR code to the online survey were available for citizens who preferred to take the survey at a later time. **Table 1** lists the pop-up locations and **Figure 2** shows a map of the pop-up event locations, and the yard sign placements.

Figure 1: Community Pop-Up Event at Great Wall Supermarket

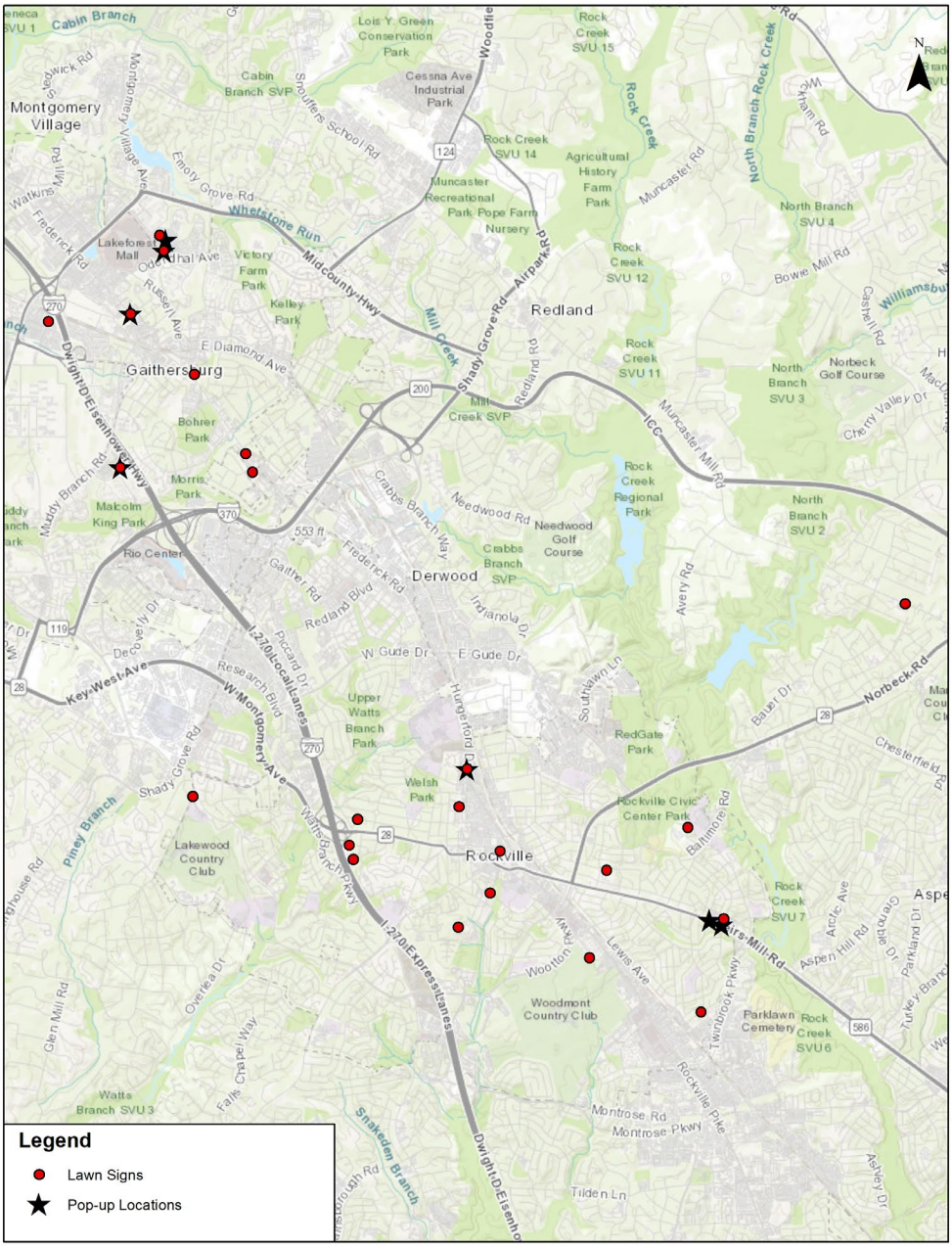


Table 1 – Community Pop-Up Events Location

Store	Location	Community	Date
Great Wall Supermarket	Rockville	Chinese/Korean	11/10/2021
Lotte Plaza Market	Gaithersburg	Korean	11/13/2021
Megamart	Gaithersburg	Hispanic	11/19/2021
H Mart	Gaithersburg	Asian and Hispanic	11/19/2021
Adarash Market and Lotte Plaza Market	Rockville	Ethiopian and Korean	11/20/2021
Patel Brothers	Montgomery Village	South Asian	11/23/2021

Members of MDOT SHA staff contacted 60 stores requesting the opportunity to have a pop up or leave a poster or post cards for the public. In addition to the pop-up locations, an additional thirteen store owners/managers allowed the outreach team to display a stack of postcards with the survey QR code at their location and one store owner/manager allowed for the placement of a yard sign in the store window.

Figure 2: Locations of Community Pop-Up Events and Yard Signs



Yard Signs

Yard signs with information about the survey and including the QR code linking to the online survey, were placed at multiple locations around Montgomery County. Yard signs were placed around the six community pop-up locations, near the low-income multi-family housing locations listed below and bus stops where permitted, so that community members walking by were able to see the sign and connect to the survey using the QR code:

- Diamond Square
- Londonderry Towers
- Montgomery Club VI
- The Crossings at Washingtonian Center
- Bauer Park
- Timberlawn Crescent
- The Fields of Rockville
- Fireside Park Apartments
- Heritage House
- The Forest Apartments
- Rockville Town Center Apartments
- Woodmont Park Apartments

Figure 3: Example of Yard Sign Placement



Outreach To Places of Worship

The outreach team contacted 51 places of worship within the project corridor with predominately minority or low-income population members. Outreach to the churches included the following:

- Made an initial phone call to each ministry to discuss the outreach initiative. Several follow-up calls took place over the course of the outreach.
- Visited 21 locations to share information directly with facility staff.
- Left a supply of the Environmental Justice Survey postcards at 11 locations.
- Sent a follow-up email to each location, resharing the link to the survey and indicating MDOT SHA's availability to participate in one of the services/events.
- Placed yard signs at 10 places of worship (with their permission).

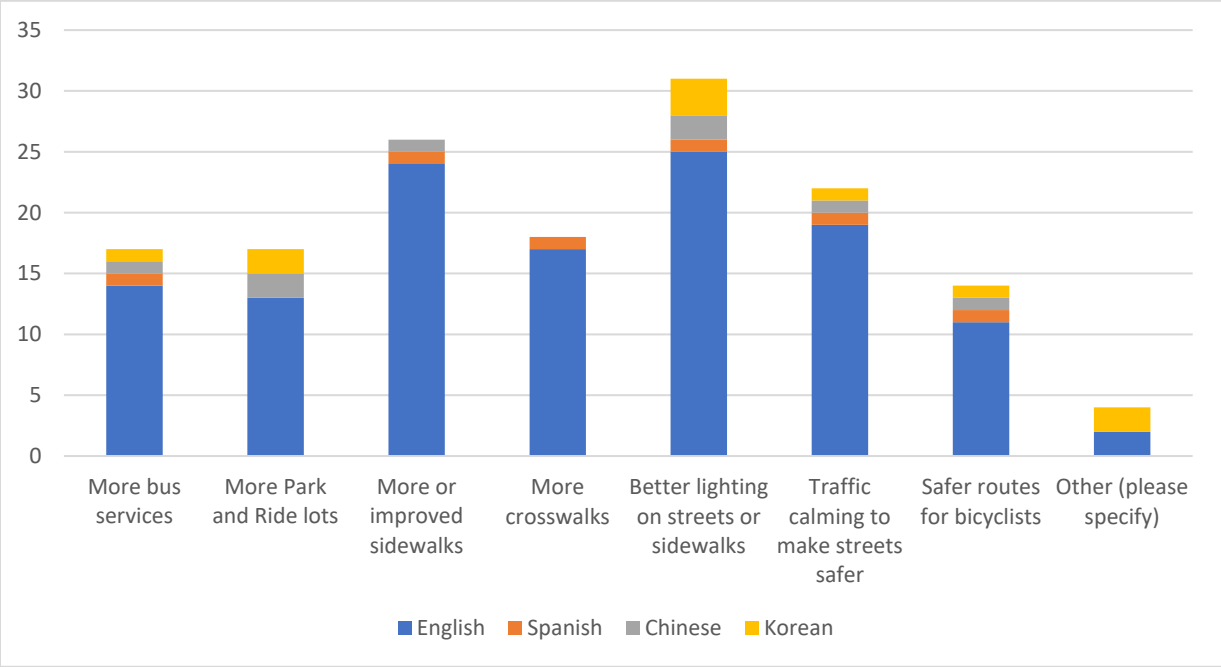
Please refer to Appendix D for a list of the places of worship contacted by the outreach team.

SURVEY FINDINGS

The survey responses are presented below by subject. Because no surveys were taken in French or Amharic, those languages are not shown in the charts or tables below.

Community Needs and Improvements

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

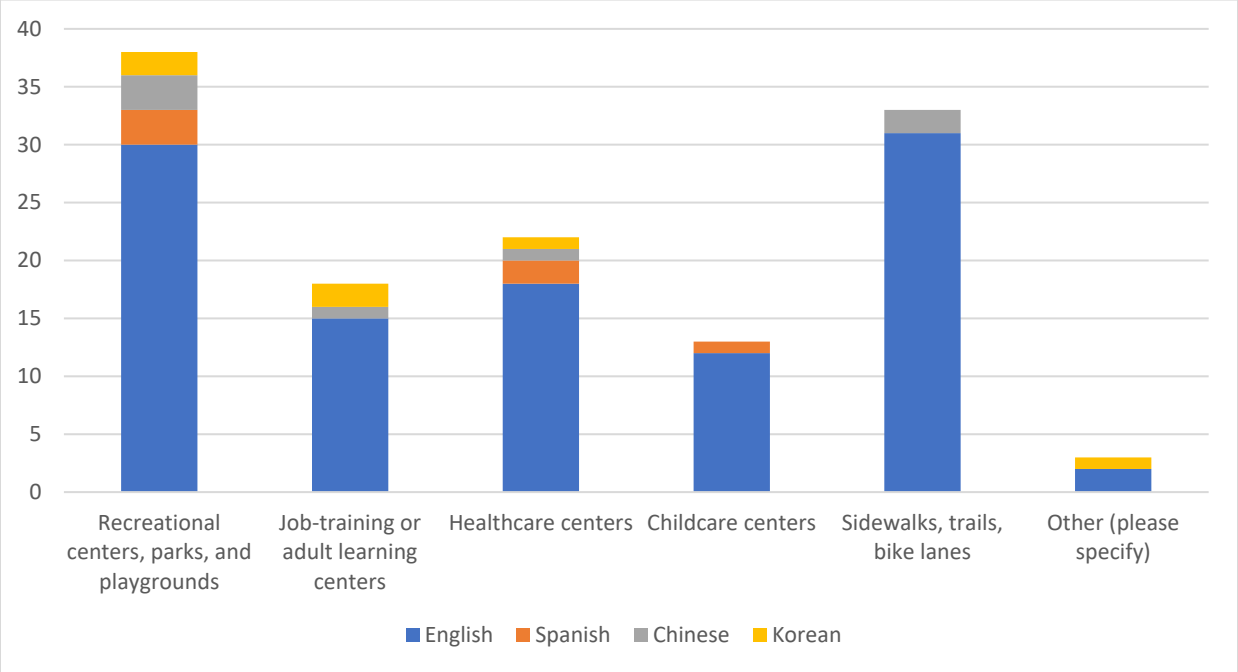


	English	Spanish	Chinese	Korean	TOTAL	% of Total
More bus services	14	1	1	1	17	11.4%
More Park and Ride lots	13	0	2	2	17	11.4%
More or improved sidewalks	24	1	1	0	26	17.4%
More crosswalks	17	1	0	0	18	12.1%
Better lighting on streets or sidewalks	25	1	2	3	31	20.8%
Traffic calming to make streets safer	19	1	1	1	22	14.8%
Safer routes for bicyclists	11	1	1	1	14	9.4%
Other (please specify)	2	0	0	2	4	2.7%
TOTAL	**125**	**6**	**8**	**10**	**149**	

Other:

- Fix potholes ASAP and improve the maintenance of existing sidewalks, lights, poles and signs
- More bike lanes
- I live in North Potomac so everything is ok but security cameras installed on every main street in town
- Fix pothole, stop boom cars

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



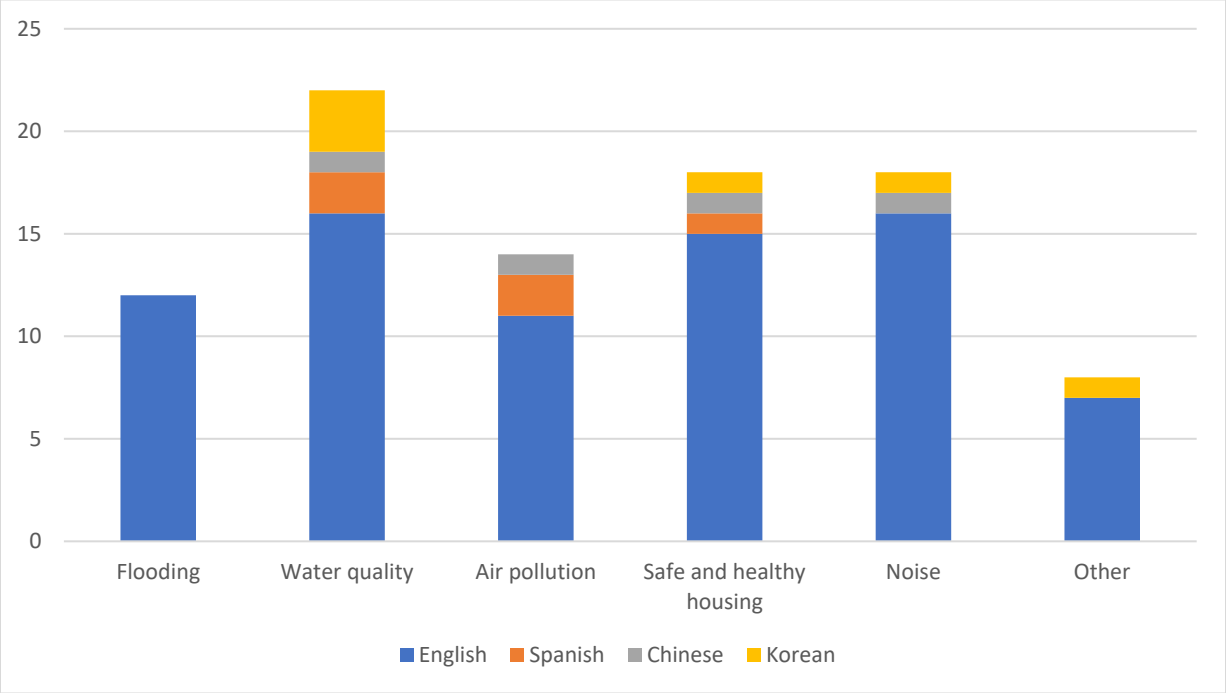
	English	Spanish	Chinese	Korean	TOTAL	% of Total
Recreational centers, parks, and playgrounds	30	3	3	2	38	30%
Job-training or adult learning centers	15	0	1	2	18	14 %
Healthcare centers	18	2	1	1	22	17%
Childcare centers	12	1	0	0	13	10%
Sidewalks, trails, bike lanes	31	0	2	0	33	26 %
Other (please specify)	2	0	0	1	3	2 %
TOTAL	**108**	**6**	**7**	**6**	**127**	

Other:

- Lights for tennis courts at big pine park
- Supermarket

- Security cameras installed at park entrances and exits to ensure the safety of walking in the park

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



	English	Spanish	Chinese	Korean	TOTAL	% of Total
Flooding	12	0	0	0	12	13.0%
Water quality	16	2	1	3	22	24%
Air pollution	11	2	1	0	14	15 %
Safe and healthy housing	15	1	1	1	18	20%
Noise	16	0	1	1	18	20%
Other (please specify)	7	0	0	1	8	9%
TOTAL	**77**	**5**	**4**	**6**	**92**	

Other:

- Plastic waste
- Litter by ignorant people
- Motorcycle noise
- Motorcycles in large numbers on 270
- Motorcycles in large numbers on 270
- Safe Walking or biking

Question #8: Are there other improvements needed in your community?

These topics, listed by frequency, were listed more than once.

Topic	Number of times cited
Lighting	5
Community Services	4
Safety	4
Roads	4
Recreational Facilities	3
Transit	2
Noise	2

The following is the complete list:

- Affordable housing and community services to become a more inclusive community
- More guest parking
- More recycling
- Some legislation is needed to require supermarkets to control the removal of shopping carts that are in our neighborhood
- Safety
- More job opportunities
- More safety: cameras would be good
- Safety
- Better internet provider
- Flooding issues
- Lights for the tennis at Big Pine Park would be great. Big Pine Park tennis court is heavily utilized. lights will benefit a large amount of residents.
- Buses
- Recreational center
- Safety
- More sidewalk
- Lighting
- Better lighting on Great Falls Rd
- Better lighting on Great Falls Rd
- Bicycle
- Better roads good pavement
- Better roads
- Not just my community but my concern is that throughout the county & the DMV in general, there's more than a few places where there's insufficient lighting. It's not widespread but it's still not an uncommon problem
- Better highway between VA and MD
- Less toll roads
- Better Metrorail
- Noisy streets

- Lighting
- More park
- Expansion of diverse and continuous multicultural support services
- Communication necessary for Korean compatriots to quickly inform local news, a newsletter from the institution or native language is required. The Korean American Association is playing a role, but due to the lack of government support, it cannot be fully informed
- Noise

Information to Support Future Engagement

Question #4: Which community organizations are most helpful to you or active in your community (i.e., advocacy groups, places of worship, legal assistance organizations, etc.)?

Twenty -seven of the survey respondents answered this question with 33 responses.

Organization Type	Numbers of Times Cited	Specific organization, if provided
Advocacy Groups, Service Centers	8	Chinese Culture And Community Service Center, Coalition of Asian Pacific American Democrats of Maryland, Washington Korean Service Center, Rockville Senior Center
Religious Institutions	7	Mercy Seat Chapel of the Redeemed Christian Church of God, Global Mission Church
Neighborhood Associations	7	Leisure World, King Farm, Mt. Pleasant Historic District, Nextdoor, West End Community Association
Legal Aid/Legal Assistance	5	
Local Government	2	Montgomery County District, DC Advisory Neighborhood Commission
Internet	1	
Gym	1	
Grocery Stores	1	
Health Programs	1	
Individual	1	
TOTAL	**34**	

Question #5: Does your community have regular meetings or a social media page to share information? If yes, can you provide more information?

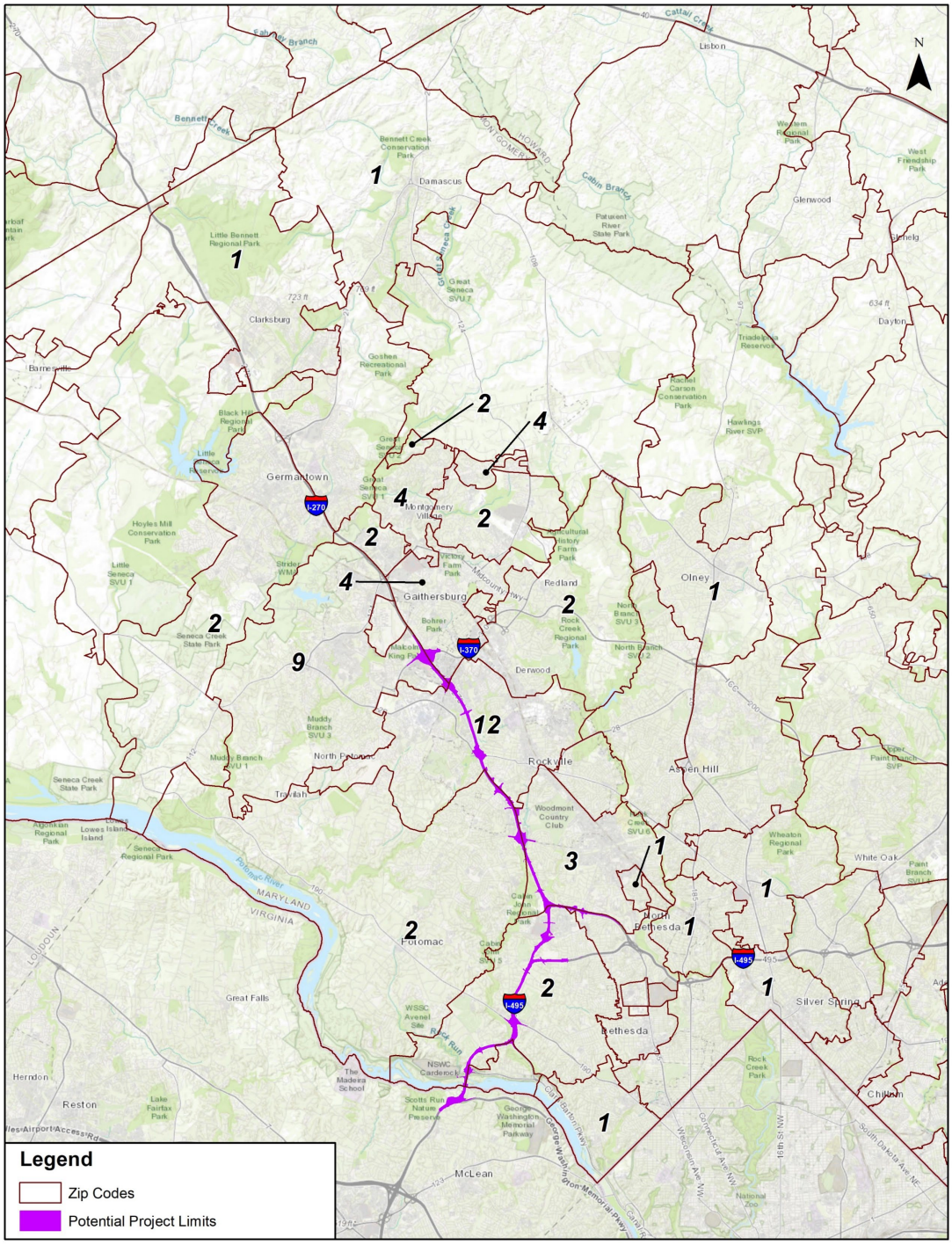
Twenty of the respondents stated yes, 15 said no, and 3 did not know. Most respondents did not identify their HOA or community group. Four respondents noted that the Nextdoor app is used to share information, others noted the following:

- Montgomery County Show
- Facebook
- Community Newsletters

- MDKorean.org.

Question #6: What is your zip code?

The numbers of respondents from each zipcode are shown in the outlined zipcode.



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

Language	Number	% of Total
English	27	54%
Chinese	10	20%
Spanish	6	12%
Korean	3	6%
Japanese	2	4%
French	1	2%
Taiwanese	1	2%

Responses by Jurisdiction

The survey results were also reviewed by jurisdiction and language. The results differed by jurisdiction: Rockville, Gaithersburg, outside Rockville and Gaithersburg, and responses without a zip code.

Responses from the Rockville Area

Question #1	Languages				
Q1. What kind of improvements would make it easier or safer to get to the places you need or want to go? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
More bus services	7			1	8
More Park and Ride lots	7		1	1	9
More or improved sidewalks	10			1	11
More crosswalks	6				6
Better lighting on streets or sidewalks	6		2	1	9
Traffic calming to make streets safer	8		1		9
Safer routes for bicyclists	4			1	5
Other (please specify):					
Fix pothole, stop boom cars			1		

Question #2	Languages				
Q2. What are the needs in your neighborhood? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
Recreational centers, parks, and playgrounds	13		2	2	17
Job-training or adult learning centers	4		2		6
Healthcare centers	6			1	7
Childcare centers	5				5
Sidewalks, trails, bike lanes	13			1	14
Other (please specify)					
Supermarket	1				1

Question #3	Languages				
Q3. Do you have any environmental problems in your community that need to be addressed? If so, what are they? [Select all that apply.]	English	Spanish	Korean	Chinese	Total
Flooding	5				5
Water quality	6		2	1	9
Air pollution	3			1	4
Safe and healthy housing	7		1	1	9
Noise	8		1	1	10
Other (please specify)					
Safe Walking or biking	1				1
Motorcycles in large numbers on 270	1				1
Plastic waste	1				1
Nothing	1				1

Question #4	Languages				
Q4. Which community organizations are most helpful to you or active in your community (i.e. advocacy groups, places of worship, legal assistance organizations, etc.)? [Type the organization name in the text box.]					
N/A	1				
King Farm	1				1
Worship	4				4
Advocacy Group	1				1
CCACC	1			1	2
Rockville Senior Center	1				1
Legal Aid clinics at the Courthouse or in the neighborhood	1				1
Doesn't know	2				2
KCSCGW(워싱턴한인봉사센터)			1		
neighborhood network	1				
Online	1				
Global Mission Church			1		

Question #5	Languages				
Q5. Does your community have regular meetings or a social media page to share information? If yes, can you provide more information? [Type the response in the text box.]	English	Spanish	Korean	Chinese	Total
No	5				5
Yes	4			1	5
Don't Know	2				2
Information Provided:					
Next Door	1				1
HOA	1				1
Newsletter			1		
WECA does. West End Community Association	1				1
Facebook			1		
WeChat Group	1				1

Question #6	Languages				
Q6. What is your zip code? [Type your zip code in the text box.]	English	Spanish	Korean	Chinese	Total
20850	9		1	2	12
20852	2		1		3
20854	2				
20855	1		1		
20857	1				
20859	15				15
20817 - Bethesda	2				
20816 - Bethesda	1				
20895 - Kensington	1				

Question #7	Languages				
Q7. What language do you primarily speak at home? [Select one.]	English	Spanish	Korean	Chinese	Total
Amharic					
Chinese	7			2	9
English	9				9
French	1				1
Korean	1		2		
Spanish					
Other (please specify)					
Taiwanese	1				1
Japanese			1		

Question #8	Languages				
Q8. Are there other improvements needed in your community? [Type response in the text box.]					
More Parks	1				1
Lighting	1				1
No	3			1	4
Not Sure	1				1
Safety	1				1
Better high way between Ava and Md.	1				1
affordable housing and community services to become a more inclusive community	1				1
Less toll roads	1				1
Not just my community but my concern is that throughout the county & the DMV in general, there's more than a few places where there's insufficient lighting. It's not widespread but it's still not an uncommon problem	1				1
Recreational Center	1				1
Noise			1		
More recycling	1				
Better lighting on Great Falls Rd	1				1
다양하고 지속적인 다문화 지원 서비스 확대			1		
Better roads	2				2

Responses from the Gaithersburg Area

Question #1	Languages				
Q1. What kind of improvements would make it easier or safer to get to the places you need or want to go? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
More bus services	4	1			5
More Park and Ride lots	2	1			3
More or improved sidewalks	10				10
More crosswalks	6				6
Better lighting on streets or sidewalks	11	1			12
Traffic calming to make streets safer	6	2			8
Safer routes for bicyclists	4	1			5
Other (please specify)					
Fix potholes ASAP and improve the maintenance of existing sidewalks, lights, poles and signs	1				
I live in North Potomac so everything is ok but Security cameras installed on every main street in town			1		

Question #2	Languages				
Q2. What are the needs in your neighborhood? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
Recreational centers, parks, and playgrounds	10	4			14
Job-training or adult learning centers	6				6
Healthcare centers	7	3			10
Childcare centers	4				4
Sidewalks, trails, bike lanes	9				9
Other (please specify)					
Security cameras installed at park entrances and exits to ensure the safety of walking in the park			1		
lights for tennis courts at big pine park	1				1

Question #3	Languages				
Q3. Do you have any environmental problems in your community that need to be addressed? If so, what are they? [Select all that apply.]	English	Spanish	Korean	Chinese	Total
Flooding	4	1			5
Water quality	6	2	1		9
Air pollution	6	1			7
Safe and healthy housing	6	2			8
Noise	4				4
Other (please specify)					
motor cycle noise	1				1

Question #4	Languages				
Q4. Which community organizations are most helpful to you or active in your community (i.e. advocacy groups, places of worship, legal assistance organizations, etc.)? [Type the organization name in the text box.]	English	Spanish	Korean	Chinese	Total
None	5				5
Legal Assistance	1				1
Next Door	1				1
Nine District for MoCo	1				1
MD-CAPAD And Korean Association of the state of Maryland	0		1		1
Church, gym, legal assistance, grocery stores	1				1
20877		1			1
Antonio Gonzalez		1			
Programas de salud		1			

Question #5	Languages				
Q5. Does your community have regular meetings or a social media page to share information? If yes, can you provide more information? [Type the response in the text box.]	English	Spanish	Korean	Chinese	Total
No	5	1			6
Yes	1	1			2
Don't Know	2				2
Information Provided:					
Yes, Support	1				1
Yes don't know the name	1				1
Building wide	1				1
NextDoor app is very useful. Our HOA also has a facebook page.	1				1
mdkorean.org			1		
Moco show	1				1

Question #6	Languages				
Q6. What is your zip code? [Type your zip code in the text box.]	English	Spanish	Korean	Chinese	Total
20697					
20877	2	4			
20878	8		1		9
20879	2				
20882					
20883					
20884					0
20885					
20886	3	1			
20898					
20899					
20874 - Darnestown	2				

Question #7	Languages				
Q7. What language do you primarily speak at home? [Select one.]	English	Spanish	Korean	Chinese	Total
Amharic					
Chinese	1				1
English	11				11
French					0
Korean	2		1		
Spanish	3	5			
Other (please specify)					

Question #8	Languages				
Q8. Are there other improvements needed in your community? [Type response in the text box.]					
Bicycle	1				1
Lighting	1				1
Buses	1				1
lights for the tennis at Big Pine Park would be great. Big Pine Park tennis court is heavily utilized. lights will benefit a large amount of residents.					0
Better internet provider	1				1
Safety	2				2
Flooding	1				1
More Guest parking	1				1
Arreglar calle y basureros		1			
Mas mejoras combo en los departamentos		1			
More safety; cameras would be good	1				1
Communication necessary for Korean compatriots to quickly inform local news. A newsletter from the institution or native language is required. The Korean American Association is playing a role, but due to the lack of government support, it cannot be fully informed.한인 동포들 이 지역 소식을 빠르게 알리기에 필요한 소통 기관이나 모국어의 뉴스레터가 필요하다 한인회가 역활을 하지만 정부지원부족으로 충분히 알릴 수가 없고, 정부 지원을 요청하는 방법등을 모국어로 도움을 받았으면 한다			1		1
Yes		1			
No	1				1

Responses from outside of Rockville and Gaithersburg

Question #1	Languages				
Q1. What kind of improvements would make it easier or safer to get to the places you need or want to go? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
More bus services	2				2
More Park and Ride lots	4			1	5
More or improved sidewalks	2				2
More crosswalks	4				4
Better lighting on streets or sidewalks	6			1	7
Traffic calming to make streets safer	4			1	5
Safer routes for bicyclists	2				2
Other (please specify)					
More bike lanes	1				

Question #2	Languages				
Q2. What are the needs in your neighborhood? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
Recreational centers, parks, and playgrounds	5			1	6
Job-training or adult learning centers	4			1	5
Healthcare centers	4				4
Childcare centers	3				3
Sidewalks, trails, bike lanes	6			1	7
Other (please specify)					

Question #3	Languages				
Q3. Do you have any environmental problems in your community that need to be addressed? If so, what are they? [Select all that apply.]	English	Spanish	Korean	Chinese	Total
Flooding	1				1
Water quality	3				3
Air pollution	2				2
Safe and healthy housing	2				2
Noise	3				3
Other (please specify)					
Litter by ignorant people	1				1

Question #4	Languages				
Q4. Which community organizations are most helpful to you or active in your community (i.e. advocacy groups, places of worship, legal assistance organizations, etc.)? [Type the organization name in the text box.]	English	Spanish	Korean	Chinese	Total
None					0
No					0
Mt pleasant historic disrict	1				1
Advisory Neighborhood Commission	1				1
Leisure world	1				1
Legal assistance	2				2
Mercy seat chapel RCCG	1				1

Question #5	Languages				
Q5. Does your community have regular meetings or a social media page to share information? If yes, can you provide more information? [Type the response in the text box.]	English	Spanish	Korean	Chinese	Total
No	1				1
Yes	1				1
Don't Know					0
Information Provided:					
Next door	1				1
Next door mount pleasant	1				1
Yes, they have a newsletter and gazette	1				1
Yes, HOA offers social chat on community updates	1				1

Question #6	Languages				
Q6. What is your zip code? [Type your zip code in the text box.]	English	Spanish	Korean	Chinese	Total
20902 - Silver Spring	1				
20906 – Silver Spring	2				
20910 - Silver Spring				1	
20832 – Olney	1				
20010 – DC	2				2
20871 – Clarksburg	1				1
20872 – Damascus	1				

Question #7	Languages				
Q7. What language do you primarily speak at home? [Select one.]	English	Spanish	Korean	Chinese	Total
Amharic					
Chinese	1			1	2
English	5				5
French					0
Korean					
Spanish					
Other (please specify)					
Japanese	2				2

Question #8	Languages				
Q8. Are there other improvements needed in your community? [Type response in the text box.]	English	Spanish	Korean	Chinese	Total
					0
No	1				1
Noisy streets	1				1
Better Metrorail	1				1
More sidewalks	1				1
More job opportunities					0
Some legislation is needed to require supermarkets to control the removal of shopping carts that are in our neighborhood	1				1

Responses without a zip code.

Question #1	Languages				
Q1. What kind of improvements would make it easier or safer to get to the places you need or want to go? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
More bus services	1		1		2
More Park and Ride lots			1		1
More or improved sidewalks	2	1			3
More crosswalks	1	1			2
Better lighting on streets or sidewalks	3		1		4
Traffic calming to make streets safer	1				1
Safer routes for bicyclists	1	1	1		3

Question #2	Languages				
Q2. What are the needs in your neighborhood? [Select no more than 3.]	English	Spanish	Korean	Chinese	Total
Recreational centers, parks, and playgrounds	2	1			3
Job-training or adult learning centers	1				1
Healthcare centers	1	1	1		3
Childcare centers		1			1
Sidewalks, trails, bike lanes	3				3

Question #3	Languages				
Q3. Do you have any environmental problems in your community that need to be addressed? If so, what are they? [Select all that apply.]	English	Spanish	Korean	Chinese	Total
Flooding	2				2
Water quality	1				1
Air pollution		1			1
Safe and healthy housing		1			1
Noise	1				1
Other (please specify)					
No			1		1
Motorcycles in large numbers on 270	1				1
					0

Question #4	Languages				
Q4. Which community organizations are most helpful to you or active in your community (i.e. advocacy groups, places of worship, legal assistance organizations, etc.)? [Type the organization name in the text box.]	English	Spanish	Korean	Chinese	Total
None					0
No			1		1

Question #5	Languages				
Q5. Does your community have regular meetings or a social media page to share information? If yes, can you provide more information? [Type the response in the text box.]	English	Spanish	Korean	Chinese	Total
No			1		1
Yes					0
Don't Know					0

Question #6	Languages				
Q6. What is your zip code? [Type your zip code in the text box.]	English	Spanish	Korean	Chinese	Total
Resondents skipped this question	3	1	1		

Question #7	Languages				
Q7. What language do you primarily speak at home? [Select one.]	English	Spanish	Korean	Chinese	Total
Amharic					
Chinese	1				1
English	2	1			3
French					0
Korean					
Spanish					
Other (please specify)					
No			1		1

Question #8	Languages				
Q8. Are there other improvements needed in your community? [Type response in the text box.]	English	Spanish	Korean	Chinese	Total
					0
No			1		1
Better lighting on Great Falls Rd	1				1

FUTURE EFFORTS

MDOT SHA will continue coordination with local and regional advisory groups to determine additional methods for engaging with underserved communities. This will be an ongoing effort that continues post-NEPA, through final design and construction, in partnership with the Phase Developer. However, to be responsive to community concerns raised during this engagement which identified priorities for more or improved sidewalks and bicycle facilities; better lighting on streets and sidewalks; and traffic calming measures to make streets safer, MDOT SHA commits to working with the City of Rockville, the City of Gaithersburg, and Montgomery County to:

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

APPENDICES

- Appendix A - Survey
- Appendix B - Email Blasts
- Appendix C - Postcard Image/Yard Sign Image
- Appendix D - Postcard and Flyer Distribution
- Appendix E – Outreach to Places of Worship

APPENDIX A: Survey

OPINION SURVEY

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

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

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

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

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

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

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

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

Organization name(s):

_____

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

Response: _____

_____

_____

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

Zip code: _____

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

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

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

Response: _____

_____

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

_____

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

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

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

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

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

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

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

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

የድርጅት ስም(ዎች)፡

_____

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

ምላሽ፡ _____

_____

_____

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

አካባቢያዊ መለያ ቁጥር: _____

7. በዋናነት ቤት ውስጥ የሚናገሩት ቋንቋ ምንድን ነው? [አ ን ድ ም ረ ጥ.]

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

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

- ○ ምላሽ፡ _____

_____

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

_____

OPINION SURVEY

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

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

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

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

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

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

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

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

Nombre(s) de la(s) organización(es):

_____

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

Respuesta:_____

_____

_____

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

Código postal: _____

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

- ○ Amárico
- ○ Chino
- ○ Inglés
- ○ Francés
- ○ Coreano
- ○ Español
- ○ Otro: _____

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

Respuesta:_____

_____

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

_____

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

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

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

2. 您附近的需要是什么？［选项不能超过3个］

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

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

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

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

组织名称：

_____

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

答复：_____

_____

_____

6. 您的邮编是多少？［在文本框中输入邮编］

邮编：_____

7. 您在家里主要讲什么语言？［选择一项］

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

8. 您的社区还需要其他改进吗？［在文本框中输入答复］

答复：_____

_____

9. 如果您想加入到本项目的邮件列表中，请提供您的电子邮件地址。

_____

OPINION SURVEY

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

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

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

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

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

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

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

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

Nom(s) de l'organisation:

_____

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

Réponse: _____

_____

_____

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

Code postal : _____

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

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

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

Réponse : _____

_____

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

_____

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

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

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

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

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

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

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

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

조직 이름:

_____

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

응답: _____

_____

_____

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

우편번호: _____

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

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

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

응답: _____

_____

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

_____

APPENDIX B: E-Blasts

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

Unsubscribe
It appears that you have subscribed to commercial messages from this sender. To stop receiving such messages from this sender, please unsubscribe

OP•LANES™
MARYLAND

I-495 & I-270 Managed Lanes Study

Hello - we need your help!

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

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

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

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

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

Sincerely,

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

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

Unsubscribe mmeade@rkk.com

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

Constant Contact

Try email marketing for free today!

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

OP•LANES™
MARYLAND

I-495 & I-270 Managed Lanes Study

Hello again,

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

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

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

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

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

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

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

Sincerely,

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



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

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APPENDIX C: Postcards and Yard Signs

OP•LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study

More lighting, better sidewalks, easier access to transit?

What are YOUR priorities?

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

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

Please take our short survey.

Thank you!

<< Scan me to take the survey.

Visit our website to learn more about the study.

https://oplanesmd.com/

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

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

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https://oplanesmd.com/

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OP•LANES™ MARYLAND
Options & Opportunities for All

更多的照明，更好的人行道，更便捷的交通？

您的优先事项是什么？

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

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

扫描二维码参加调查

访问网站了解研究的更多信息

https://oplanesmd.com/

请参加我们的简短调查。

谢谢！

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OP•LANES™ MARYLAND
Options & Opportunities for All

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

Quelles sont VOS priorités ?

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

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

Veuillez participer à un court sondage. Merci !

<< Scannez-moi pour participer au sondage

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

https://oplanesmd.com/

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OP•LANES™ MARYLAND
Options & Opportunities for All

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

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

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

스캔하여 설문조사 << 참여하기

본 연구에 대한 자세한 내용은 하기 웹사이트를 방문해 주십시오.

https://oplanesmd.com/

간단한 설문조사에 참여해 주십시오. 감사합니다!

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OP•LANES™ MARYLAND
Options & Opportunities for All

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

¿Cuáles son SUS prioridades?

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

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

<< Escanéeme para realizar la encuesta

Para conocer más sobre el estudio, visite nuestro sitio web

https://oplanesmd.com/

Realice nuestra breve encuesta. ¡Gracias!

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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Options & Opportunities for All

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I-495 & I-270 Managed Lanes Study

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ቅድሚያ የሚሰጧቸው ነገሮች ምንድን ናቸው?

እባክዎን **አጭር ዳሰሳችንን** ይውሰዱ። አመሰግናለሁ!

ዳሰሳውን እንድወስድ ይቃኙኝ። >>

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OP·LANES™ MARYLAND | I-495 & I-270 Managed Lanes Study

更多的照明，更好的人行道，更便捷的交通？
您的优先事项是什么？

请参加我们的简短调查。谢谢！

扫描二维码参加调查 >>

访问网站了解研究的更多信息
https://oplanesmd.com/

OP·LANES™ MARYLAND | I-495 & I-270 Managed Lanes Study

More lighting, better sidewalks, easier access to transit?

What are YOUR priorities?

Please take our short survey. Thank you!

Scan me to take the survey >>

Visit our website to learn more about the study.
https://oplanesmd.com/

OP·LANES™ MARYLAND

I-495 & I-270 Managed Lanes Study

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

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Veuillez participer à un court sondage. Merci !

Scannez-moi pour participer au sondage >>

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OP·LANES™ MARYLAND | I-495 & I-270 Managed Lanes Study

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간단한 설문조사에 참여해 주십시오.

감사합니다!

스캔하여 설문조사 참여하기 >>

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https://oplanesmd.com/

OP·LANES™ MARYLAND | I-495 & I-270 Managed Lanes Study

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

¿Cuáles son SUS prioridades?

Realice nuestra breve encuesta. ¡Gracias!

Escanéeme para realizar la encuesta. >>

Para conocer más sobre el estudio, visite nuestro sitio web.
https://oplanesmd.com/

APPENDIX D: Contact Lists

Postcard and Flyer Distribution

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

Places of Worship Contacted

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

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

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