



CITY COUNCIL WORKSHOP MEETING/ SPECIAL LEGISLATIVE COUNCIL MEETING
VIRTUAL MEETING

WEDNESDAY, SEPTEMBER 2, 2020, 7:00 P.M.

This Agenda is subject to change. If this agenda is modified it will be reposted to the City of New Carrollton's website: www.newcarrolltonmd.gov. If you have any questions please contact the City Clerk at (301) 459-6100.

Items for discussion

- 1. Call to Order**
- 2. Report of the Mayor and Administration**
- 3. Council Questions/Council Announcements**
- 4. Council Rules and Procedures**
- 5. Creation of a Community Relations Committee**
- 6. Community Events for October/November 2020**
- 6. Transportation Update – Beltway Expansion**
- 7. Discussion and Approval of RFP for Paving of Municipal Center Driveway and Rear Parking Lot**
Motion: TBD
- 8. Meeting Minutes**
 - a.) Council Workshop Meeting Minutes (August 17, 2020)
 - b.) Council Legislative Meeting Minutes (August 19, 2020)
 - c.) Council Closed Session Meeting Minutes (August 19, 2020)
- 9. Public Comment – (Residents' Concerns, Audience Participation and Phone Calls)**
When addressing the Council please state your name and address for the record.
- 10. Request for Future Agenda Items**
- 11. Adjournment**

PLEASE NOTE: This meeting of the City of New Carrollton Council will be a virtual meeting. Anyone interested in listening to the meeting will be able to by calling the following number: **301-715-8592 with code 912 5694 3330**. You do not need a participant code. If you want to join the meeting via the Computer click on the link to join the Zoom Meeting: Join Zoom Meeting <https://zoom.us/j/91256943330> Meeting ID: 912 5694 3330. **If you have comments for the Council please email them to City Clerk Doug Barber at dbarber@newcarrolltonmd.gov by 3:00 p.m. the day of the meeting.**

DRAFT #3

Rules of Procedure for the City Council of New Carrollton

I. Authority

These rules are adopted pursuant to the authority provided in §C-8 of the Charter of the City of New Carrollton.

II. Council Meetings

A. Open Meetings

1. All meetings of the Mayor and City Council shall be open to the public, except when such meetings are held in closed session pursuant to the provisions of the Maryland Open Meetings Act (Md. General Provisions Code Ann., Title 3 Open Meetings Act) or the Mayor and/or City Council are performing a function to which the Maryland Open Meetings Act does not apply. Notice of all meetings shall be provided as set forth herein and as required by the Maryland Open Meetings Act.

2. The City Council shall meet the ~~first and~~ third Wednesday of each month in City Hall (a.k.a the New Carrollton Municipal Center) located at 6016 Princess Garden Parkway, New Carrollton, Maryland or some other place of convenience in the City. In accordance with §C-8 of the City of New Carrollton Charter, the meeting on the third Wednesday of the month shall be referred to as the regular meeting of the Council. The Council shall meet at such other times and locations as may be required to conduct the business of the City. The City Council may meet by teleconference under very limited situations as set forth hereinafter. City Council meetings shall start at 7:00 p.m., unless otherwise noted.

3. Special meetings of the Mayor and City Council shall be called by the City Clerk upon request of the Mayor or a majority of the members of the Council. A statement that a special meeting will be held, together with the date, time and location, as well as the purpose of the meeting, shall be posted conspicuously at the City Municipal Center as soon as is practicable upon scheduling of the meeting. Failure to post such notice shall not invalidate any action taken at such meeting.

B. Quorum

Three Councilmembers present at any meeting shall constitute a quorum for the transaction of business. A member of the City Council may attend a meeting of the Council, and be considered present for voting, through electronic communication, as more fully explained in Section V.F. below.

C. Public Comments

Public comments are permitted at the end of each regular meeting of the City Council. Advance sign-up is not required unless noted on the agenda. At their turn, speakers who wish to address the Council should come to the podium and state their name and address for the record. Comments are limited to three minutes each. If a speaker believes that their public comments need to extend more than three minutes and that the additional information cannot be provided in written form, the person may request that the Council Chair give them permission for an additional one or two minutes. To ensure that everyone who wants to comment has the time to do so, members of the public are expected to only speak once during public comments. Speakers may not cede their time to another person. If the Council determines that it would be in the best interest of Council to hear from a speaker a second time, the Council has the authority to request that the speaker return to the podium to provide additional information requested by the Council.

If a person is not present **at a regular meeting** of the City Council, yet would like to participate in Public Comments, the person may call in to a phone number provided by the City and may speak via telephone during the call-in time at the end of the meeting. When recognized, the person shall state their name and address before speaking to the issue regarding which they called. The time limits established in the prior paragraph for those speaking to the Council in person shall apply to call in persons as well.

D. Chairperson

The Chairperson of the City Council, or in their temporary absence, the Vice Chairperson, shall preside at all meetings of the City Council. **In the absence of the Chairperson and Vice Chairperson, a Councilmember other than the Mayor Pro Tem and Alternate Treasurer will act as presiding officer during meetings of the Council.** Hereinafter, the person presiding at a meeting, whether it be the Chairperson, ~~or~~ Vice Chairperson, or Councilmember, shall be referred to as the presiding officer. At the appointed hour of the meeting, the presiding officer shall take their seat and immediately call the members of the City Council to order. A silent roll call shall be performed by the City Clerk, who shall enter in the minutes of the meeting the names of the members present. The presiding officer shall preserve order and decorum at all meetings of the Council. The presiding officer shall state every question before the Council, announce the decision of the Council on all subjects and decide all questions of order.

III. Duties and Privileges of Members

A. Right of floor

Before speaking on any matter, a member shall seek the floor by addressing the presiding officer. When recognized by the presiding officer, a member shall confine themselves to the question under debate, avoid personalities, and refrain from impugning the motives of any other member's argument or vote. No Councilmember shall interrupt another Councilmember in debate without

their consent, or unless it is to call the person to order, and to obtain such consent, they shall first address the presiding officer. If a member, while speaking, is called to order, the member shall cease speaking until the question of order is determined, and, if in order, the member shall be permitted to proceed. Councilmembers shall not raise personal matters pertaining to alleged improper performance or conduct of any city employee or Councilmember etc., at a public Council meeting. ~~No Councilmember shall speak more than once upon any one subject until every other member choosing to speak thereon shall have spoken, and no member shall speak longer than five minutes without the consent of the Chair.~~

B. Right of appeal

Any Councilmember may appeal to the Council a ruling on a decision of the presiding officer. The member making the appeal may briefly state their reason for appeal, and the presiding officer may briefly explain their ruling, but there shall be no debate on the appeal. The presiding officer shall then put the question: "Shall the decision of the Chair be sustained?" If a majority of the members present vote "YES," the ruling of the Chair is sustained; otherwise, it is overruled.

C. Voting

Every member present, when a question is put, shall vote "Yea," "Nay," or "Abstain." **When abstaining, a member shall state the reason therefor.** Unless a member of Council states that they are not voting, their silence shall be recorded as an affirmative vote.

D. Disorderly conduct or violation of rules by Councilmembers

If a Councilmember indulges in any language or conduct unbecoming to their office, the person shall be called to order by the presiding officer and in such case; the offending member shall lose the floor and not proceed without the approval of the majority of the members present. The Council may, by vote of not less than four members expel the member from a meeting for disorderly conduct or a violation of Council rules.

E. Behavior of attendees at Council meetings

Attendees of Council meetings and those speaking during audience participation and phone calls will conduct themselves in a professional manner at all times during meetings of the City Council. If any confusion or disorder arises, the presiding officer may, upon their own initiative or upon the request of any Councilmember enforce order. If the offending person or persons are a spectator, he/she or they may be ejected from the meeting. If any member of the Council objects to the ruling of the presiding officer, he/she shall have the right to appeal to the council as provided herein.

IV. Council Procedure

A. Order of Business

The business of all **Regular meetings** of the Council shall be transacted in the following order; provided, however, that the Chair or presiding official may take any item of business out of order unless objected to by a majority of the Councilmembers.

1. Call to Order
2. Pledge of Allegiance
3. **Workshop Discussion Items**
4. Approval of the Minutes (Or Consent Agenda – for things such as minutes, proclamations, letters from Council, with each item listed thereunder)
5. Council Questions and Council Announcements
6. Additions to the Agenda by the Council
7. Old Business
8. New Business
9. **Public Comment**
10. Adjournment

Provided that the City Clerk has previously furnished each Councilmember with a copy of the minutes of a prior meeting, the minutes may be approved without reading them.

B. Agenda

1. The City ~~Administrative Officer~~ **Clerk** and the Council Chair shall prepare the Agenda for each meeting of the City Council. Pursuant to the Maryland Open Meetings Act, § 3-302.1. Before meeting in open session, the City Council is required to make available to the public an agenda that contains known items of business or topics to be discussed during that portion of any meeting that is open and indicating whether the Council expects to close any portion of the meeting. If the agenda has been determined at the time notice of an open meeting is provided, the Council shall make the agenda available at that time. If an agenda has not been determined at the time the Council gives notice of a meeting, the Council shall make the agenda available as soon as practicable after the agenda has been determined, but no later than 24 hours before the meeting. The City Council shall make the agenda available as is required by the Maryland Open Meetings Act, § 3-302.1(d). Accordingly, at least three business days prior to each meeting, the Chair or presiding official shall approve the agenda and ensure that each member of the Council and the Mayor receive a copy of the agenda for the forthcoming meeting. Nothing in the Maryland Open Meetings Act prohibits the City Council from altering an agenda after the agenda has been made available to the public. Accordingly, if it becomes necessary to add an item to an agenda after the City ~~Administrative Officer~~ **Clerk** and the Council Chair have set the agenda, an item may be added with the concurrence of the City ~~Administrative Officer~~ **Clerk** and the Chair or at the written request of two Councilmembers, one of which may be the Chair. At each regular meeting of

Council, the Chair shall request agenda items from the Council for the next month's meeting, or a future meeting if additional time is required to properly prepare the item for Council's consideration.

2. If the City Council is unable to comply with the provisions of subsection 1 above because the meeting was scheduled in response to an emergency, a natural disaster, or any other unanticipated situation, the City Council shall make available an agenda of the meeting as soon as possible, but no later than within a reasonable time after the meeting occurs.

3. Modifications to the agenda may be made as follows:

- a. At the request of two or more members of the Council, an item shall be placed on the agenda for consideration at a meeting.
- b. Upon commencement of a Council meeting, upon a motion duly made and seconded, and upon the affirmative vote of at least a majority of the members of the Council, an item may be removed from a meeting agenda.

C. Introduction and passage of ordinances and resolutions

1. Ordinances and resolutions shall be introduced by the Council only in written form.

2. All ordinances except ordinances making appropriations and ordinances codifying or rearranging existing ordinances or enacting a code of ordinances, shall be confined to one subject, and the subject or subjects of all ordinances shall be clearly expressed in their title. Ordinances making appropriations shall be confined to the subject of appropriations.

3. Each ordinance may be introduced on its first reading by a member of the Council and seconded by another Councilmember. Each ordinance may be enacted on its second reading. No ordinance, other than an emergency ordinance, shall be passed until it has been read or summarized on two separate days. Any reading of an ordinance shall be by title only, unless a majority of the Council requires a full reading.

4. Except as otherwise required by State law, the affirmative vote of a majority of ~~Councilmembers present at a meeting~~ **the Council** shall be required for adoption of an ordinance or resolution. State law requires that actions involving the spending of funds for other than the budgeted purpose require an affirmative vote of two-thirds of the entire Council (**four votes**). The "Yeas," "Nays" and abstentions shall be taken upon the passage of all ordinances and resolutions and be entered in the minutes of the proceedings.

5. Proposed legislation shall contain a brief statement setting forth its budgetary impact.

6. Copies of all ordinances and resolutions shall be prepared for distribution to all members of the Council, Mayor, City Administrative Officer and the City Clerk at the meetings where the ordinance or resolutions are introduced. Whenever any member of the Council is absent from such meetings, the City Clerk shall arrange to have copies delivered to him/her.

7. If the Council so desires, any pending ordinance or resolution may be referred to the Mayor, any member of the Council, a standing or special committee, the City Solicitor, or the City Administrative Officer for study, recommendations, redrafting etc.

8. The Council may hold scheduled public hearings on regular meeting nights or at another time in order to accept public comments on an ordinance or other issue. Public hearings are generally scheduled at the beginning of a regular meeting. Speakers may be asked to sign up to speak at a public hearing. Comments will be limited to three minutes each.

Requests to show visual or audiovisual materials during a public hearing must be submitted to the City Clerk at least 24 hours in advance of a meeting. If the request is approved, the digital file or link to the file must be emailed to the City Clerk no later than noon the day of the meeting. Flash drives (thumb drives) are not permitted for use at the meeting. This process shall apply to any requests to show visual or audiovisual materials at a Council meeting.

D. Emergency ordinances

An emergency ordinance may be declared by a four-fifths vote of the City Council¹ (as provided for in §C-10 “General powers of Council” of the City of New Carrollton Charter). An emergency ordinance shall become effective on the date specified in the ordinance, but no ordinance shall become effective until approved by the Mayor or passed over his or her veto by the Council.

E. Precedence of Motions

When a question is before the Council, no motion shall be entertained except; (a) to fix the hour of adjournment; (b) to adjourn; (c) to postpone to a certain time; (d) for the previous question; (e) to refer; (f) to amend or (g) to postpone indefinitely. These motions shall have precedence in the order indicated. Any such motion, except a motion to amend, to postpone to a certain time, to refer, and to postpone indefinitely shall be put to a vote without debate.

F. Motions out of the regular order

The presiding officer at any time shall permit a member to introduce an agenda item out of the regular order.

¹ **A four-fifths vote of the City Council means a vote by four members.**

G. Motion to adjourn--when not in order--not debatable

A motion to adjourn shall be in order at any time, except as follows: (a) when repeated without intervening business or discussion; (b) when made as an interruption of a member while speaking; (c) when the previous question has been ordered; and (d) while a vote is being taken. A motion to adjourn is not debatable.

H. Motion to table (postpone)

A motion to table (postpone) shall preclude all amendments or debate on the subject under consideration. If the motion shall prevail, the consideration of the subject may be resumed at any time by a majority vote under new business at a subsequent meeting.

I. Previous question

When the previous question is moved and seconded by another member, it shall be put as follows: "Shall the main question now be put?" There shall be no further amendment or debate; however, pending amendment shall be put in his or her order before the main question. If the question, "Shall the main question now be put" and approved by a majority of the members present, the main question shall then be voted upon. If the question were decided in the negative, then the main question remains before the Council.

J. Division of question

If a question contains two or more divisible propositions, the presiding officer upon request of a member, may divide the same.

K. Motion to Amend

A motion to amend a main motion, seeks to amend, alter or change, in some way, a main motion that is presently pending before the Mayor and Council. When the Council is ready to vote on a motion that has been subject to an amendment, the Council shall first vote on the amendment and, if the amendment passes, then the Council will proceed to vote on the motion as amended. In the event that the amendment does not carry, then the Council will consider and vote on the main motion.

L. Reconsideration

After the decision on any question, any member who voted with the majority may move to reconsider any action at the same or the next succeeding meeting. A motion to reconsider shall require the approval of at least three (3) members of the Council. A meeting closed pursuant to the Maryland Open Meetings Act shall not be considered in determining the "next succeeding meeting" for purposes of this section. After a motion for reconsideration has once been acted

upon, no other motion for reconsideration thereof shall be made without unanimous consent of all members of the Council.

M. Procedure in absence of rule

In the absence of a rule to govern a point of procedure, the practice approved of in Robert's Rules of Order Newly Revised (1990 Edition), as amended, shall prevail.

V. Miscellaneous

A. Suspension of rules

Any provision of these rules not governed by the City Charter, State Law, or City Ordinance may be suspended for a particular purpose, such as to allow debate on a motion that is non-debatable or to permit some other type of action that is not otherwise permitted by these Rules of Procedure, at any meeting of the Council by a vote of not less than four (4) members of the Council. If vacancies on the Council occur that result in only three (3) or four (4) members sitting as the Council, then three votes shall be required to suspend the rules.

B. Report of Mayor and City Council

The report is to be used to present any items or fact of interest by the City Council, report current or future events, and to permit the Mayor and Administrative Staff to report on conditions in and on the City or Departments. Answers may be given to the constituent questions from previous meetings or correspondence, accept and read committee reports, make presentations and give awards. Neither committee appointment announcements nor decision on any issue is to be made during the report. The Council shall require a report from the Mayor and City Departments by Friday before the Council meeting. The Council may want to add to the Mayor and/or Department's agenda(s) before the meeting on Monday for discussion of items not included.

C. Use of handheld electronic devices

The Mayor and Councilmembers shall give their full time and attention to the business before them; therefore, no use of an electronic device by the Mayor or a Councilmember is permitted during any Council meeting. All electronic devices must be turned off or put in silent mode by everyone upon entering the City Council Chamber or any council hearing location, and not be used during the meeting. Any person, whether it be a member of City staff, the Mayor, a Councilmember or someone attending the meeting, who violates this rule shall be asked to leave the chamber by the presiding officer. Some devices may interfere with the council audio system.

D. Video Recording

Council meetings will ordinarily be recorded by the City. These recordings may become part of the permanent record of Council proceedings. Meetings will be simultaneously cablecast on the City of New Carrollton cable channel and archived online. Copies are available upon request from the City, if costs are paid by the requestor.

E. ADA Notice

The City of New Carrollton is committed to ensuring that individuals with disabilities are able to fully participate in public meetings. Anyone with a disability who wishes to receive auxiliary services or accommodations at a Council meeting should contact the City Clerk at city@newcarrolltonmd.gov at least 48 hours in advance.

F. Special Rules for Electronic Participation by Members of the City Council

Electronic participation by Councilmembers is for the benefit of the City and not an individual councilmember. Accordingly, electronic participation shall be the exception, not the rule, and shall be limited to twice a year per councilmember. Electronic participation should be limited to times when an agenda item is time sensitive and a quorum of the Council cannot be obtained without a Councilmember participating electronically, an agenda item is highly important and the Councilmember cannot be physically present, and when it is important that all councilmembers participate in a decision and a councilmember cannot be physically present. In the event that one of these aforementioned situations presents itself, and a councilmember has already participated in a Council meeting electronically twice that year, the presiding officer may authorize the Councilmember to attend electronically one additional time. A member of the City Council may attend a meeting of the Council through electronic communication as set forth below.

1. Prior to the Meeting: The Councilmember shall give notice to the Council Chair and City Clerk of his/her desire to attend a meeting from a remote location, provide good cause for the request and indicate from where the member will participate. Notice should be provided one week in advance when practicable. Upon receipt of notice, the City Clerk will confirm that the City TV staff is able to manage the request. Once confirmation has been received, the City Clerk will note the remote participation on the City Council agenda. Emergency requests due to illness, unexpected travel for work, or similar unforeseen circumstances will be accommodated when possible.

2. During the Meeting: The Council Chair will announce the member's remote participation at the beginning of the meeting. During roll call, the Councilmember shall respond that he or she is present. If the Councilmember attending electronically leaves the meeting, the person shall announce the departure unless the meeting has been paused for a break or has been adjourned. After a break, the Council Chair will confirm that the Councilmember is still present at the meeting. The Councilmember attending electronically shall ask for recognition from the

Council Chair if he or she desires to speak. When a Councilmember is attending electronically, all votes taken during the meeting shall be by roll call. The vote of the remote participant must be audible.

3. Limitations: Remote participation is only available when the Councilmember participating electronically has been provided a copy of all materials before the Council during the meeting and has reviewed the materials. Remote participation will be limited by the technology available. No more than one member may participate remotely in a meeting unless a second member is needed in order to achieve a quorum. Requests shall be accommodated in the order that they are received. If the remote connection fails or the participating member cannot hear the proceedings or be heard by all those present, the Councilmember shall depart the meeting until the connection can be properly restored. In this event, the Council Chair will announce the departure and, when applicable, the Councilmember's subsequent rejoining at the meeting. Electronic participation is always contingent upon the ability of staff to make arrangements for the voice of the remote participant to be heard by all persons at the meeting and for the remote participant to hear all Councilmembers in attendance.

Notwithstanding the limitations mentioned above, in the event of an emergency such as an act of God, natural disaster or health emergency, that prohibits the Council from being able to gather together for a meeting, the entire Council may participate in Council meetings electronically, provided, however, that every member is provided the materials that are the subject of discussion at the meeting, public notice of the meeting is provided and the public is given an opportunity to participate electronically. An executive order of the president of the United States or the governor of the State of Maryland shall also qualify as an emergency under this provision.

G. Closed (executive) Sessions:

The Maryland Open Meetings Act permits the City Council to discuss certain topics confidentially in closed session. Preserving the confidentiality of closed session discussions promotes effective dialogue among Councilmembers. If a person is concerned that what is discussed in an executive session may be disclosed afterwards, the person may not freely participate in the discussion. Furthermore, information can be presented out of context. The City Council, therefore, imposes a duty on every Councilmember, the mayor and staff attending a closed meeting to maintain their confidence on any city business and/or information pertaining to the City of which the person has knowledge as a result of attending a closed meeting. In the event of any closed session, no member of the City Council, mayor, employee of the City, or any other person present during a closed session of the City Council, shall disclose to any person the content or substance of any discussion or action which took place during the closed session, unless a majority of the City Council shall authorize such disclosure in accordance with Md. General Provisions Code Annotated, §3-306(c)(4)(iii). An employee or appointee found to have violated this section shall be subject to disciplinary action, including leave without pay. A member of any City board or committee found to have violated this section shall be removed from office immediately. A City Councilmember or mayor found to have violated this section shall be subject

to public censure by the City Council and any further action authorized under City Code, Chapter 12, §12-5.



CITY OF NEW CARROLLTON

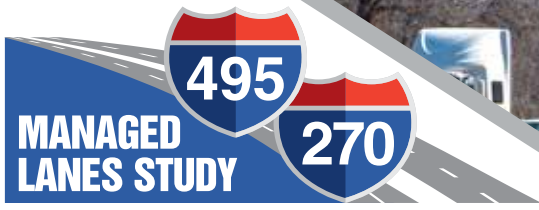
6016 PRINCESS GARDEN PARKWAY • NEW CARROLLTON, MARYLAND 20784-2898
Phone (301) 459-6100 Fax (301) 459-8172

MEMORANDUM

TO: The City Council of New Carrollton
FROM: Doug Barber, City Clerk
DATE: September 2, 2020
RE: Creation of a Community Relations Committee

Councilmember Hooks requested the Council discuss forming a Community Relations Committee. The Community Relations Committee would recognize our elderly residents with cards signed by the Mayor and include posts on our City website of residents who are celebrating their milestone birthdays (80th, 90th or 100th).

The creation of a committee would place a bridge between our residents and the City Administration, and provide positive recognition to our senior residents.



JOINT PUBLIC HEARINGS FOR THE DEIS AND JPA

Introduction

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

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

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



Purpose of Joint Public Hearings

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

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

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

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



COVID-19 Considerations

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

Purpose and Need

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

Needs:

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

Goals:

- Financial viability
- Environmental responsibility

Travel Benefits

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

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

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

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

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

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

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

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

What Could the Toll Rates Be?

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

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

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

Pedestrian/Bicycle Access

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

Proposed Access Locations

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

What is Congestion Pricing?

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

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

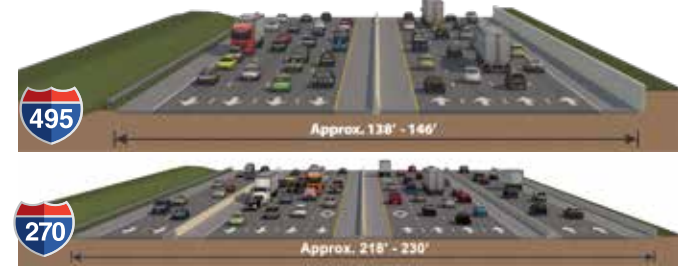
How Does Dynamic Pricing Work?

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



ALT 1: No Build (Existing)

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



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

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



ALT 9: 2 HOT Managed Lanes

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



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

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

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



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

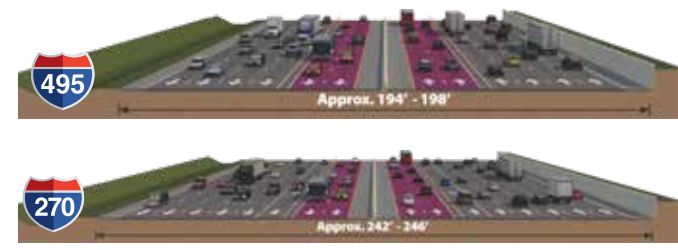


I-270



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

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



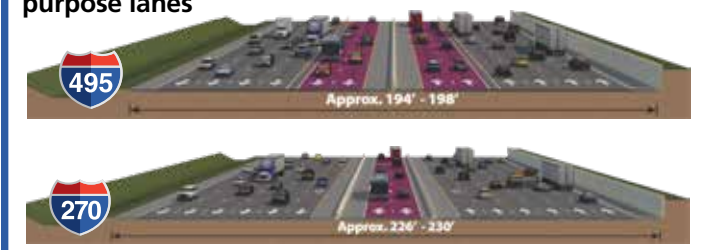
ALT 13B: 2 HOT Managed Lanes on I-495 and 2 Reversible HOT Managed Lanes on I-270

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



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

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



What are Managed Lanes?

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

What are High-Occupancy Vehicle (HOV) Lanes?

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

What are High-Occupancy Toll (HOT) Lanes?

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

What are Express Toll Lanes (ETL)?

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

What Transit Components are Included in the Build Alternatives?

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

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

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

Comparison of the No Build and Build Alternatives

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

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

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

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

Avoidance and Minimization Efforts

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

Property Needs

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

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

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

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

Section 4(f)

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

Preliminary Noise Barrier Mitigation

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

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

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

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

What Are the Results of the Air Quality Analysis?

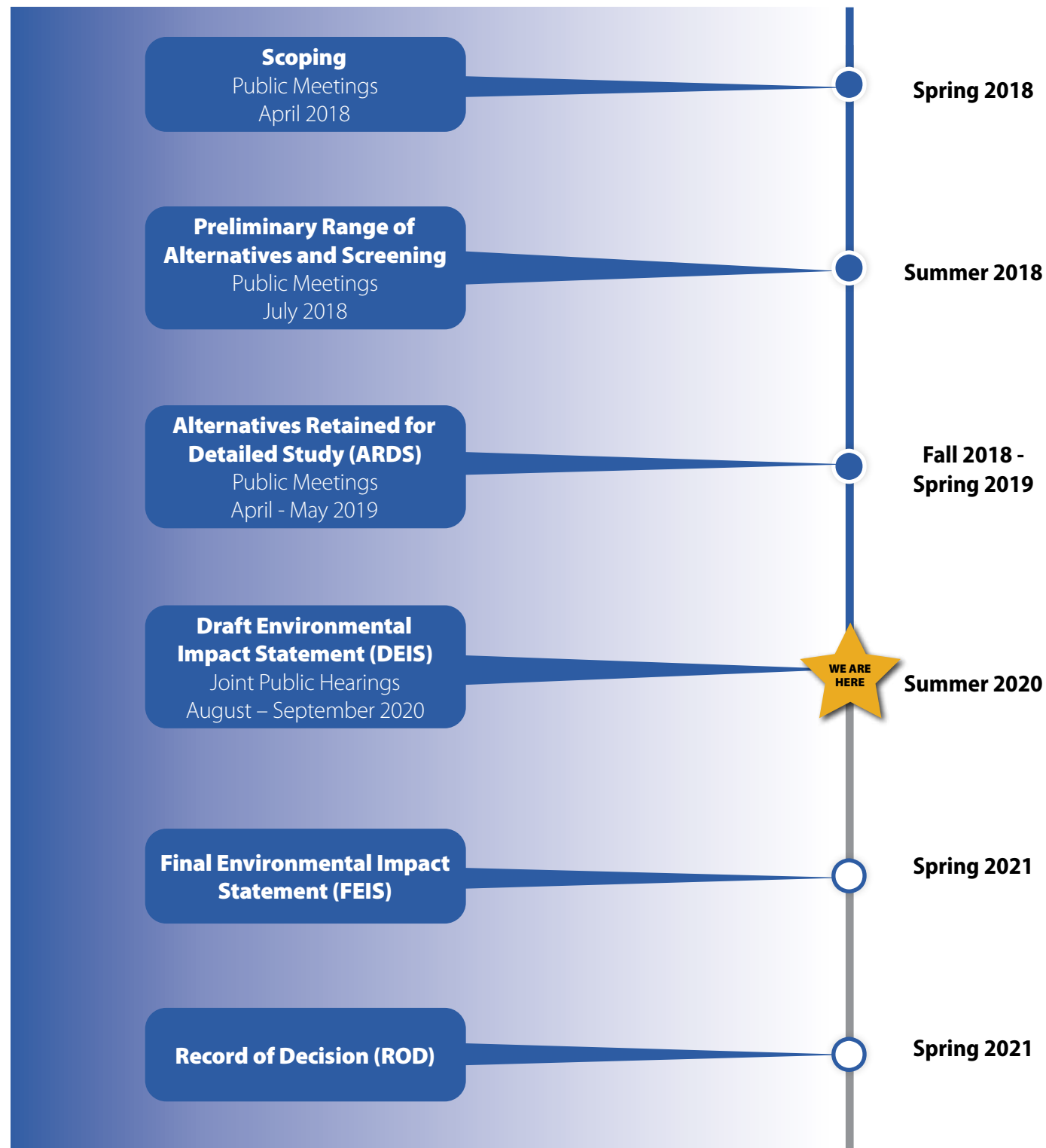
The Managed Lanes Study area is in attainment for carbon monoxide and particulate matter, meaning, the monitored air quality does not exceed the National Ambient Air Quality Standard for those pollutants. The study area is in non-attainment for ozone which means the monitored air quality exceeds the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

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



Next Steps and NEPA Schedule

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



DEIS and JPA Document Availability

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

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

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

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

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

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

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

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

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

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

Washington DC: Shepherd Park Neighborhood Library

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

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

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

Joint Public Hearings for the DEIS and JPA

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

Virtual/Online Hearings

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

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

In-Person Hearings

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

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

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

REQUEST FOR ASSISTANCE:

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

Chinese:

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

Amharic:

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Vietnamese:

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

Spanish:

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

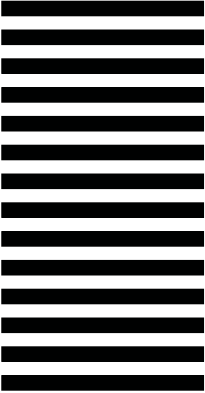




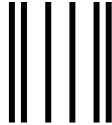
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DIRECTOR, 1495 & 1270 P3 OFFICE
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STATE HIGHWAY ADMINISTRATION
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This questionnaire is for the purpose of evaluating the effectiveness of the Joint Public Hearings.

1. The information presented was easy to understand?

Good



Okay



Poor



2. The presentation was informative and useful?

Good



Okay



Poor



3. The presenters responded well to my questions?

Good



Okay



Poor



4. Meeting information was in the language I requested?

Good



Okay



Poor



5. How can MDOT communicate more effectively?

MEMORANDUM

TO: The City Council of New Carrollton

FROM: Karen P. Ruff, City Administrative Officer

DATE: August 28, 2020

RE: Award of Contract for Paving of Municipal Center Driveways
and Rear Parking Lot

On Friday August 21, 2020, the City of New Carrollton issued an RFP seeking proposals from experienced contractors to resurface the rear parking lot and the side drive aisles/driveways of the City of New Carrollton Municipal Center. The RFP was advertised on the City website and on eMaryland Marketplace. In addition, the RFP was sent to nine (9) paving contractors in the area. A pre-bid meeting was conducted on site on August 28, 2020 and responses to the RFP are due on September 1. City staff will evaluate the bids and report to the Council at its meeting on September 2, 2020. The Council will be asked to approve the award of a contract for the requested services at that meeting.