



# Record of Decision Attachment G

## Errata Sheet for August 2013 FEIS

Since publication of the August 2013 Purple Line FEIS, FTA and MTA have identified a number of minor items in the FEIS that warrant clarification or correction to promote reader understanding. Minor typographical errors are corrected by this Errata Sheet provided as Attachment G of the ROD. In all cases, FTA has determined that the nature of these items is minor and does not substantially change the determinations and decisions of FTA.

Page	FEIS Reads	Correction
ES-11	Table ES-3 states "...389 full or partial..."	"...388 full or partial..."
1-9	"These Metrorail lines are all radial lines into and out of Washington DC."	Following this sentence, add "In June 2012, WMATA added Rush+ Yellow Line Metrorail service to supplement and improve rush hour service at the West Hyattsville, Prince George's Plaza, College Park-University of Maryland, and Greenbelt stations."
2-1	"For additional information refer to the following technical reports: <i>Supporting Documentation on Alternatives Development (2013)</i> and the <i>Definition of Alternatives Report (2008)</i> . The 2012 document summarizes the alternatives..."	"For additional information refer to the following technical reports: <i>Supporting Documentation on Alternatives Development (2013)</i> and the <i>Definition of Alternatives Report (2008)</i> . The 2013 document summarizes the alternatives..."
2-34	"...the portion of the transitway from the Adelphi Road/West Campus station to the College Park Metro station."	"...the portion of the transitway from the Adelphi Road/West Campus station to the East Campus station."
2-35	"Transfers from the Purple Line to Metrorail and from Metrorail to the Purple Line would be reduced. Transfers to other local services are proposed to be equal to the existing bus-to-bus transfer policies."	"A transfer from the Purple Line to the Metrorail is expected to require payment of the Metrorail fare while a the fare for transfer from Metrorail to the Purple Line would be reduced. Transfer fares with Metrobus and other local services would be similar to existing bus-to-bus transfer fare policies. MTA will establish the fare policies prior to the start of operations."
3-7	"At most Purple Line stations, walking and bus would be the principal ways that passengers get to and leave the stations."	"At most Purple Line stations, walking, bicycling, and bus would be the principal ways that passengers get to and leave the stations."

Page	FEIS Reads	Correction
4-5	<p>“The following regulations and guidance apply to land use:</p> <p><b>Code of Maryland Regulations (COMAR) 66B</b>—delegates planning and zoning controls to local government to encourage orderly development and use of land and structures.</p> <p><b>COMAR 28</b>—establishes the Maryland-National Capital Park and Planning Commission (M-NCPPC) as a bi-county agency responsible for the administration of parks and land use planning in Montgomery and Prince George’s Counties.”</p>	<p>“The following regulation applies to land use: <b>2012 Land Use Article of the Maryland Annotated Code</b>—provides state-level regulation and guidance applicable to land use within Montgomery and Prince George’s Counties.”</p>
4-14	<p>“In Prince George’s County zoning regulations are found in the 2007 Edition of the County Code of Prince George’s County, Subtitle 27.”</p>	<p>“In Prince George’s County zoning regulations are found in the 2011 Edition of the Zoning Ordinance of Prince George’s County, Subtitle 27 of the Prince George’s County Code.”</p>
4-19	<p>Regarding the Cafritz property, “Forested area and single-family residential”</p>	<p>“Partially undeveloped and forested; partially commercial office space”</p>
4-20 and 4-21	<p>“<i>College Park US 1 Corridor Sector Plan and Sectional Map Amendment</i> (Approved, June 2010)”</p>	<p>“<i>2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment</i>”</p>
4-21	<p>“<i>Purple Line Transit Oriented Development Study</i> (Initiated, October 2011)”</p>	<p>“<i>Purple Line Transit Oriented Development Study</i> (May 2013)”</p>
4-21	<p>Table 4-3 states the Chevy Chase Lake and Takoma Langley Crossroads Sector Plans are “pending approval.”</p>	<p>FTA and MTA acknowledge that these plans were approved and adopted in July 2013 and June 2012, respectively.</p>
4-49	<p>“...submitted to NCPC for review...”</p>	<p>“...submitted to NCPC for review and approval...”</p>
4-49	<p>“...the NCPC would review the analysis...”</p>	<p>“...the NCPC would review and approve the analysis...”</p>
4-50	<p>“...subject to NCPC review...”</p>	<p>“...subject to NCPC review and approval...”</p>
4-70	<p>“...south side fo the alignment...”</p>	<p>“...south side of the alignment...”</p>
4-74	<p>“...boundaryA...”</p>	<p>“...boundary. A...”</p>
4-112	<p>“Sites S3 and S4, both located 45 feet from the centerline of the proposed transitway alignment, would experience vibration levels in the range of 73 VdB.”</p>	<p>“Sites S3 and S4, both located 32 feet from the centerline of the proposed transitway alignment, would experience vibration levels in the range of 73 VdB.”</p>
4-112	<p>“...adding 70 more pass-by events per day.”</p>	<p>“...adding more than 70 pass-by events per day.”</p>
4-117	<p>“...listedor...”</p>	<p>“...listed or...”</p>
4-117	<p>“...TheOctober...”</p>	<p>“...The October...”</p>
4-122	<p>“The project area is within the Chesapeake Bay TMDL. The Bay TMDL was developed by the EPA and approved in 2010 to restore clean water in the Bay. The Bay TMDL is a key part of an accountability framework to ensure that all pollution control measures needed to fully restore the Bay and its tidal rivers are in place by 2025, with practices in place by 2017 to meet 60 percent of the necessary pollution reductions.</p> <p>Impaired stream segments within the Chesapeake Bay TMDL...”</p>	<p>“In 2010, the USEPA developed and approved TMDLs throughout the Chesapeake Bay watershed to restore clean water in the Bay. The current status of TMDLs in the project area is reported in Table 5 of the 2013 Purple Line Water Resources Technical Report. The Bay TMDLs are key parts of an accountability framework to ensure that all pollution control measures needed to fully restore the Bay and its tidal rivers are in place by 2025, with practices in place by 2017 to meet 60 percent of the necessary pollution reductions.</p> <p>Impaired stream segments within the Chesapeake Bay watershed...”</p>

Page	FEIS Reads	Correction
5-1	Chapter 5 references a Construction Activities Technical Report.	The reference in the FEIS to the <i>Construction Activities Technical Report</i> is an error; MTA decided to include this content in the FEIS and to not prepare a separate report.
6-19	"...assumed to be a flat fares..."	"...assumed to be flat fares..."
6-21	Table 6-4 states "Recreational facilities within the boundaries of the school are not open to the public and, therefore are not protected by Section 4(f); also they are located outside the proposed limits of disturbance."	"Recreational facilities within the boundaries of the school are located outside the Project limits of disturbance."
6-41	"...minimizeing..."	"...minimizing..."
6-49	"...and incur additional..."	"...and incurring additional..."
6-62	Table 6-7 states the University of Maryland Historic District is "1,250.00" acres. The Permanent Use acreage is stated as "14.19" acres.	The University of Maryland Historic District is "188.3" acres. The permanent use is "approximately 80 feet of a brick wall."
6-70	"FTA, MTA and the MHT are preparing a Section 106 Programmatic Agreement that outlines commitments and mitigation concerning the Sligo Creek Parkway. MTA will implement the project in accordance with the signed Section 106 Programmatic Agreement."	Text deleted.
6-90	"No contributing buildings or elements will be impacted by the Preferred Alternative. Small portions of open land will be crossed by the Preferred Alternative, but these areas were undeveloped through the 1960s; their current functions and appearance post-date the district's period of significance. In total, MTA will permanently use approximately 14.19 acres of the University of Maryland historic district to build the Preferred Alternative."	The Preferred Alternative will permanently use approximately 80 feet of a brick wall in the vicinity of the Rossborough Inn (involving temporary occupancy of 0.01 acre of land during construction) to achieve the turn of the transitway at the US 1 crossing. Although considered a contributing element, the wall has been altered since the district's period of significance. The remainder of the permanent project impact area within the University of Maryland historic district (approximately 14.19 acres) affects non-contributing elements within the District—primarily portions of existing roadways, lawns, and parking lots—that are not significant landscape components.
6-91	"In terms of Section 4(f), MTA will permanently use approximately 14 acres and temporarily use approximately 15 acres of the University of Maryland historic district, or less than one percent of historic district property."	"The Preferred Alternative will temporarily use 0.01 acre of contributing land surrounding the brick wall."
7-22	"Within the cumulative impact study area, the only wetland known to be susceptible to foreseeable development is along the Indian Creek stream valley (Northeast Branch), where transit-oriented development at the Greenbelt Metrorail station is a potential threat to the wetlands."	"Within the cumulative impact study area, a wetland known to not be within a protected area is along the Indian Creek stream valley (Northeast Branch) near the Greenbelt Metrorail station. Future transit-oriented development in the station vicinity by others would be subject to compliance with federal regulations governing the protection of wetlands."
7-12	"The <i>East Silver Spring Master Plan</i> (M-NCPPC 2000)..."	"The <i>North and West Silver Spring Master Plan</i> (M-NCPPC 2000)..."

Page	FEIS Reads	Correction
<i>Travel Forecasts Results Technical Report</i>		
53	Table 23: Minutes of User Benefits per Project Trip, the row and the column labeled "Total" are mislabeled.	The row labeled "Total" at the bottom of the table should be labeled "Average by Attraction District." The column labeled "Total" should be labeled "Average by Production District."
<i>FEIS Volume II Conceptual Engineering Plans</i>		
TS-036 thru 038	The plans and sections shown for Arliss Road in the Long Branch area do not correspond.	The correct configuration is shown in CV-30 and CV-31 in FEIS Volume II.
CV-54, Page 147	The existing pedestrian/bicycle-activated signal along Paint Branch Parkway at the Rhode Island (Trolley) Trail crossing was not identified.	The signal is shown on the Preliminary Plans provided on the project website.